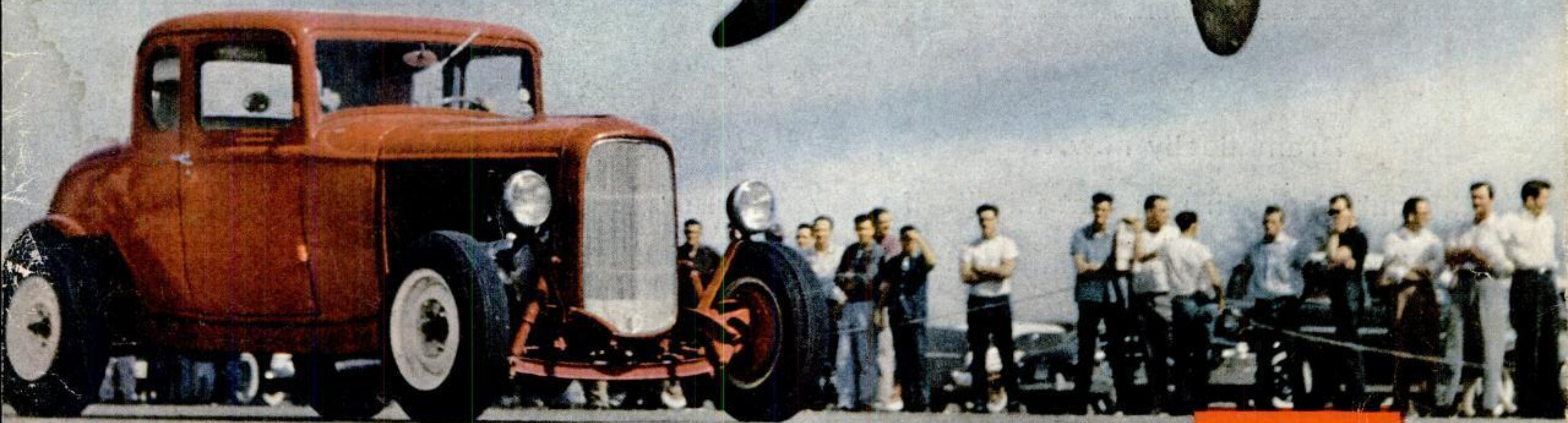


LIFE

COLLISION AND AIR SAFETY:
THE LESSONS OF GRAND CANYON
THE ZOOM IN DRAG RACING

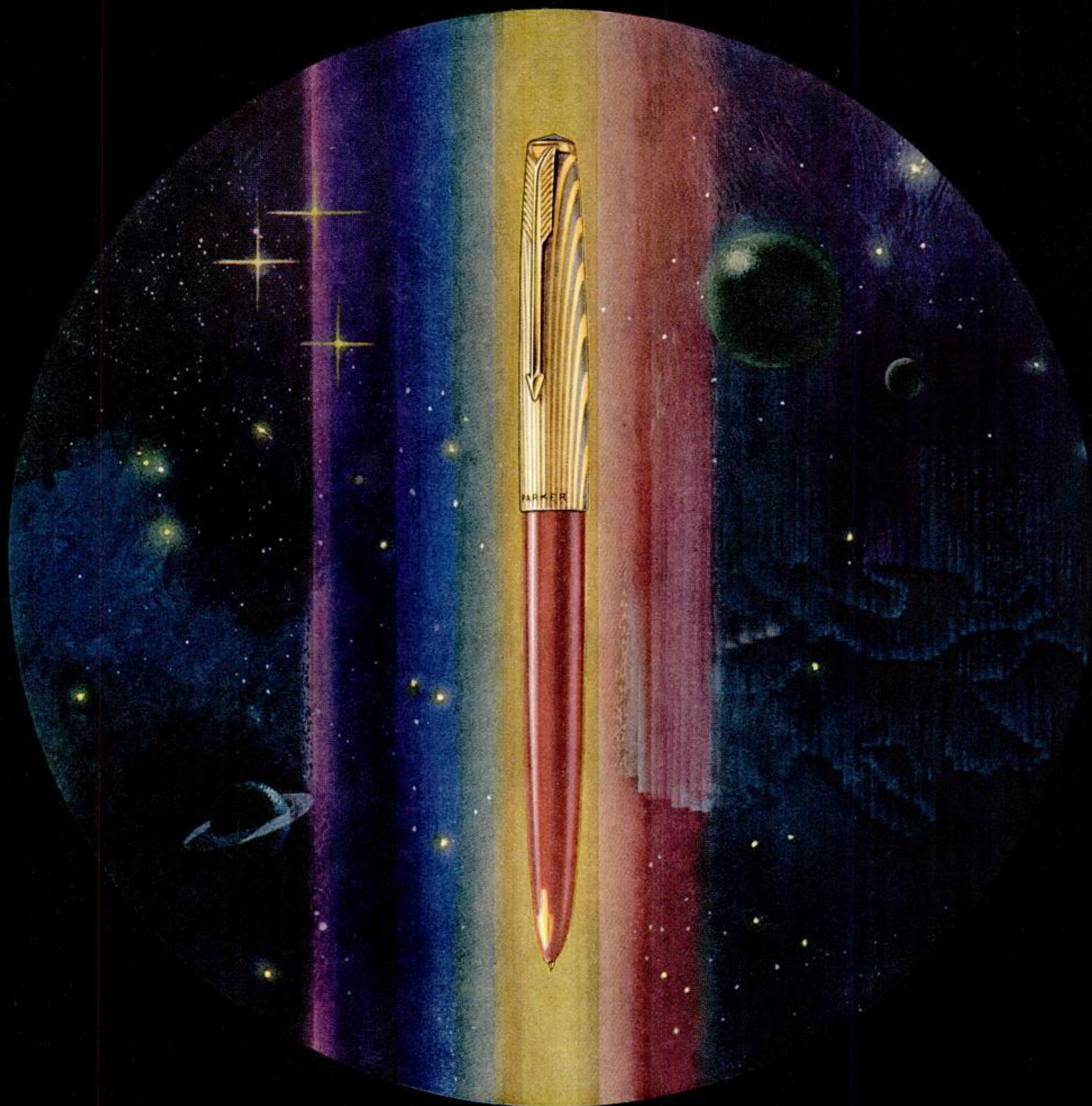


STARTER FLAGS OFF
FORT WORTH DRAG RACER



20 CENTS

APRIL 29, 1957



Unlike any pen in this world...or any other

Dramatically new...

the only fountain pen that fills itself
by itself...it has no moving parts!

Parker 61

Newness is the very essence of the dramatic Parker 61, the first really different pen in years. It is new in principle — fresh in appearance — unique in performance.

Most remarkably, the Parker 61 fills itself by itself — in just 10 seconds. And it is filled from the end of the pen opposite the point. There is no moving part at all — the filling is done by capillary action alone. Unusual, too, is the fact that when you lift this pen from the ink it comes out dry — no wiping is needed.

With its new capillary ink system the Parker 61 writes as you always hoped a pen would — a clean, clear, uninterrupted line — even when it's upside down or high in the sky. It writes a long, long time, too, for its ink capacity is oversize.

The Parker 61 is the distinguished gift for those friends who appreciate the new, the unusual. Choice of distinctive colors and cap designs. The Parker 61 is \$20.00 or more.

The shining point of the Parker 61 is never dipped in ink — only the opposite end of the pen. And it comes out of the bottle dry. You do nothing, just let the pen draw in ink automatically for 10 seconds. No pumping, squeezing, twisting at all.



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Announcing the greatest advance in the history of air conditioning
the new

PHILCO IONITRON*

*Trademark Philco Corporation

AIR CONDITIONER

Result of four years' intensive medical research...enriches the air you breathe with nature's health-giving negative ions ...rids your home of smoke, dust, pollen and odors.

Philco Corporation takes great pride in announcing an important break-through in man's search to create ideal air in which to live. A new dimension has been added to the science of air conditioning... *ionization*. And medical science is fast proving that ionization control is just as important to your

year-round comfort and well-being as the control of air temperature and humidity.

Today, no air conditioner, regardless of price or size, can be considered complete without ionization control, and it's yours *only* in the '57 Philco Ionitron Air Conditioner.

"Ions for health"...an important and far-reaching discovery

"Ions" are electrical charges in the air. Air contains both negative and positive ions. Scientists are now finding that air containing a high concentration of *negative* ions, such as

you'll find as a result of a refreshing thunderstorm, is definitely beneficial. That's the kind of cool, ionized air you enjoy in your home with the new Philco Ionitron Air Conditioner.

Gives quick relief from hay fever and other air-borne allergies

Hospital tests under the direction of a leading medical research team (detailed reports of which are available to your doctor) have shown that most people who suffer from hay

fever and other air-borne allergies get quick relief with *negatively* ionized air. The Philco Ionitron Air Conditioner gives this quick relief even during periods of high pollen count.

Rids your home of smoke, dust, pollen and odors

When a particle of smoke or dust passes into the Ionitron, it is instantly "magnetized" so it can be caught in a special electronic filter. The Ionitron traps even the finest particles of dirt, dust and pollen, and is amazingly effective in eliminating

smoke. In addition, the Philco Ionitron Air Conditioner is equipped with a special activated-charcoal filter to remove objectionable odors and make the air in your home sweet and clean. This is America's most advanced air conditioner.

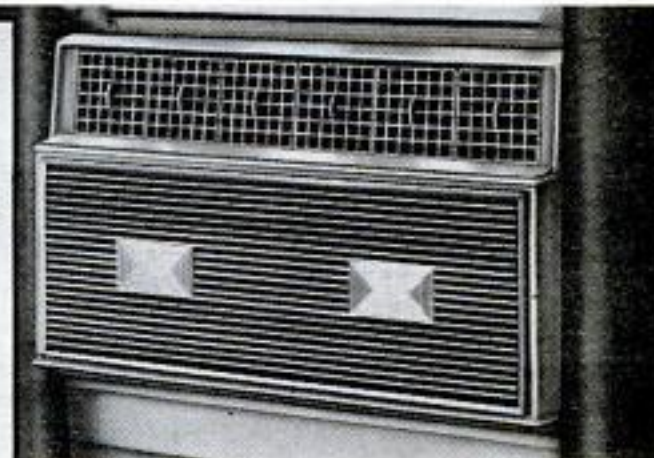
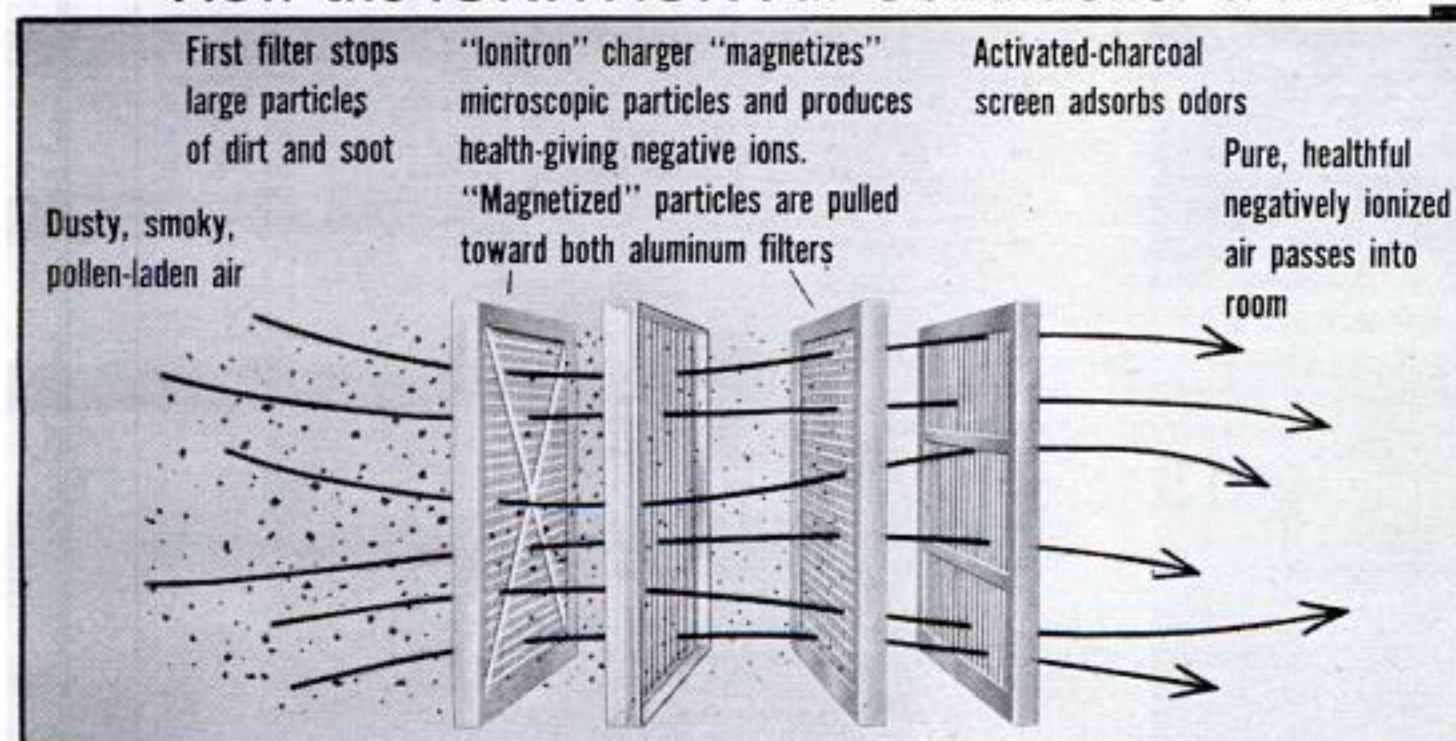
Gives you perfectly balanced draft-free cooling circulation

The new Philco Air Conditioner gives you perfectly balanced draft-free cooling circulation. Other units often fail to cool the far corners of a room, but a Philco penetrates to *all* corners, without drafts or hot spots. Adjustable grilles let you direct the pure, *negatively* ionized air up, down, left, right or in any com-

bination of all four directions for perfectly balanced cooling.

See the Philco Ionitron and other Philco Air Conditioners today. Now is the time to compare air conditioners feature by feature. Look ahead and you'll choose a Philco... for all-year health and cool summer comfort.

How the IONITRON Air Conditioner works



Model A 1074

Look for the Ionitron Demonstrator at your Philco dealer's today. Watch it make heavy tobacco smoke "disappear" in seconds!



More people own
PHILCO
Air Conditioners
than any
other make!

LOOK AHEAD... and you'll choose

PHILCO

This One



Hot-rod fever

Drag racing, the teen-age sport of stripped-down cars and souped-up engines, shifts into high gear and sets off a national controversy.



DRAG RACE START

Spotlight on Scranton

The story of labor violence comes down to a local level as McClellan's Senate committee investigates situation in Scranton, Pa.



TIGHT-LIPPED WITNESS

Leaders in crisis

In his "English-Speaking Peoples" Churchill draws brilliant portraits of leaders who guided Britain through an age of war and turmoil.



THE MARLBOROUGHS

Air safety sleuthing

Ten months of detective work results in a dramatic account of a disastrous airline collision and indicates how others can be avoided.



MID-AIR CRASH

Texas art trek

Fourteen hundred art enthusiasts turn out for a Texas art tour and get a rich view of what Texans are collecting and creating.



ART TOURISTS

Top U.S. missile man

The most important job in the U.S., say some people, is held by Major General Benny Schriever. His job: to conquer space before Russia does.



SCHRIEVER AT TEST

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COVER

At a Fort Worth drag race the starter jumps into the air to flag off hot-rodder R. D. Dodson. His Ford coupe can hit 107 mph (see pp. 131-140)

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VOLUME 42 NUMBER 17

The Standard of Excellence on Five Continents

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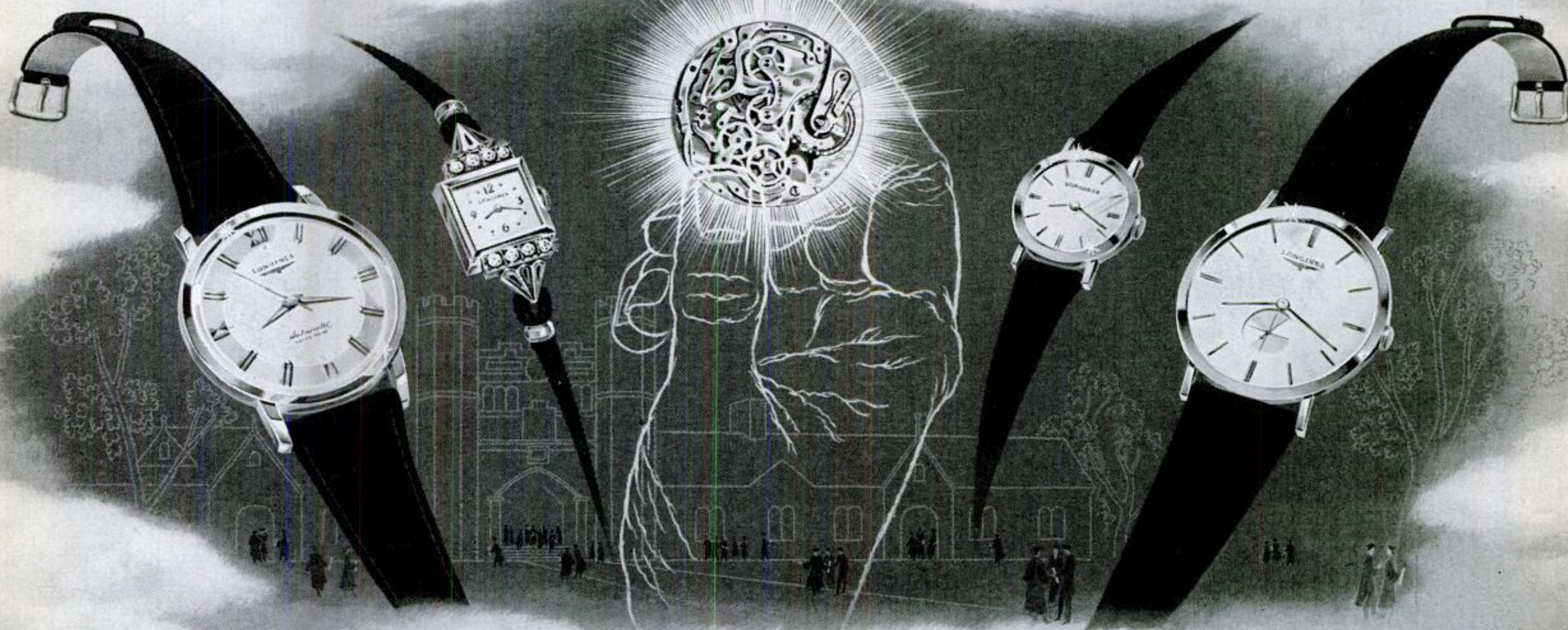
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Longines—the perfect watch for graduation. Left: Nobel Automatic All-Proof—14K gold, \$195; Starlight Serenade L-C 8—14K gold case, 8 fine

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diamonds, \$195; right: matching watches in 14K gold cases—Louisa, \$125; Pres. McKinley, \$150. Movement illustrated: Longines Olympic Timer.

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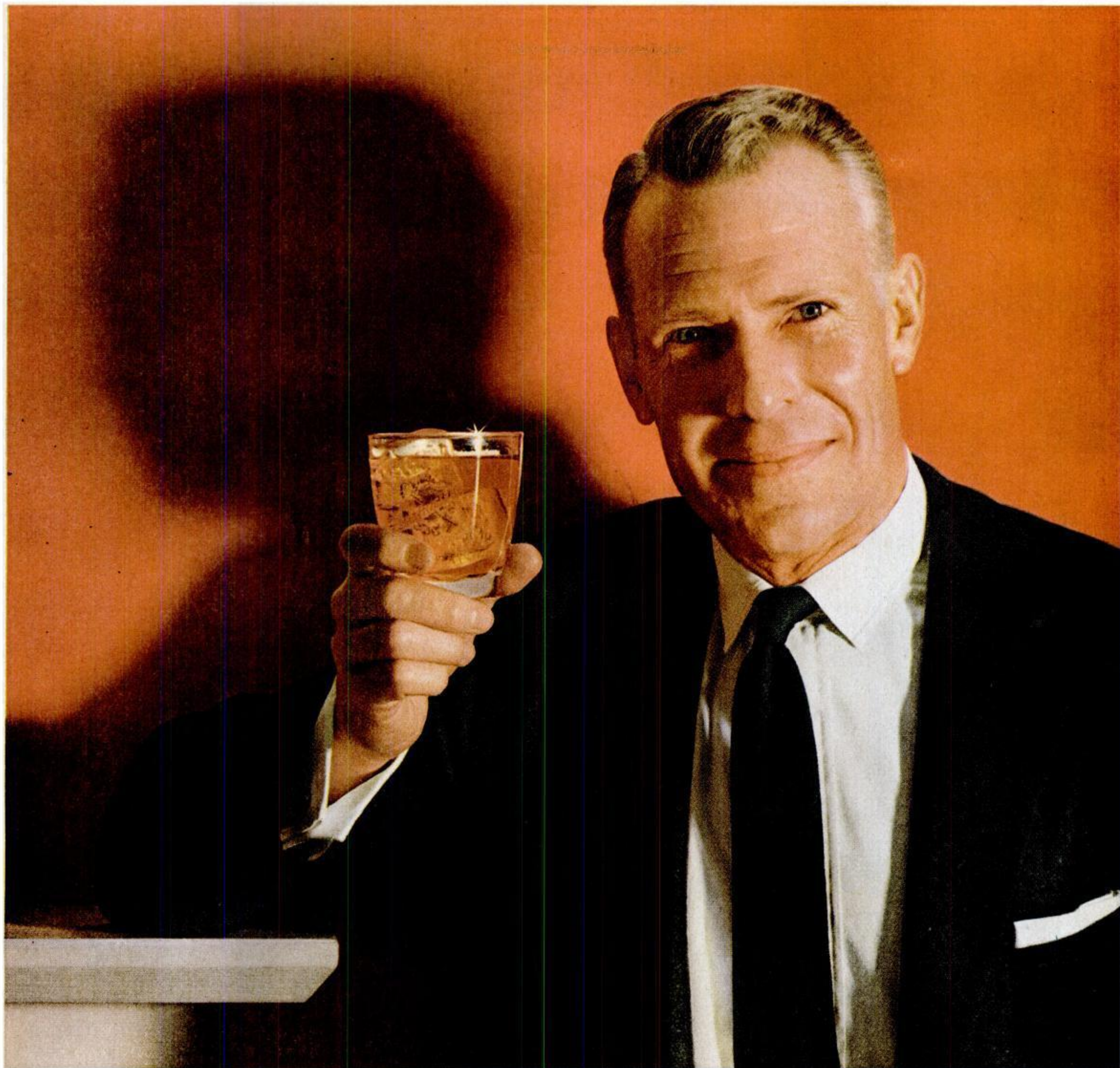
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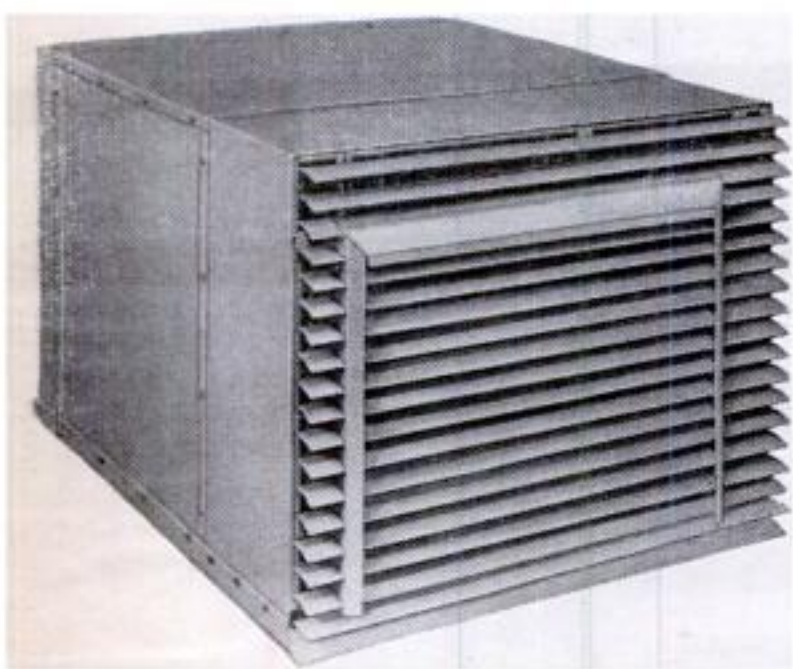
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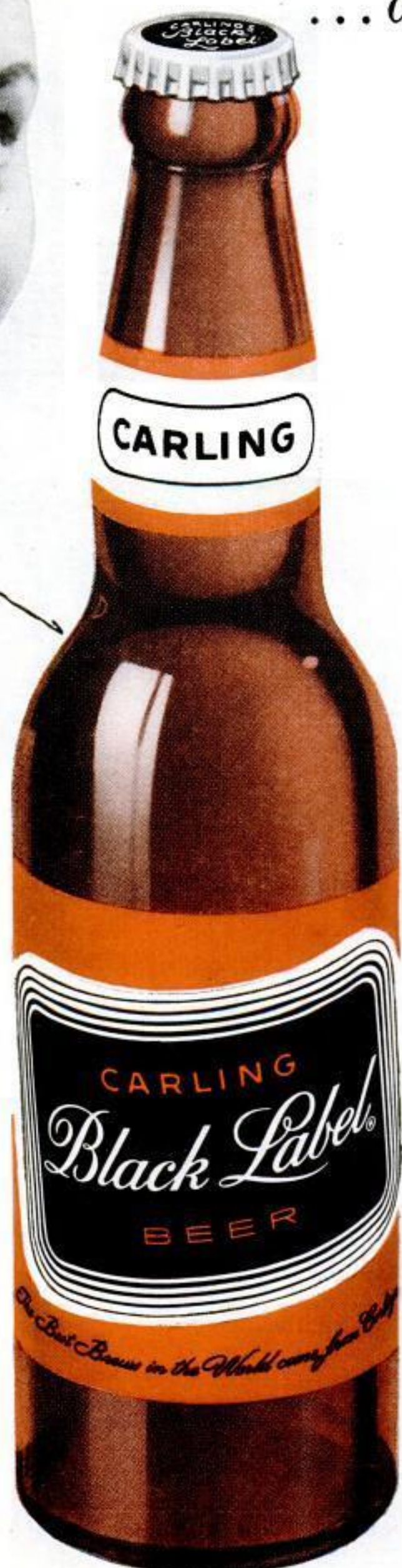
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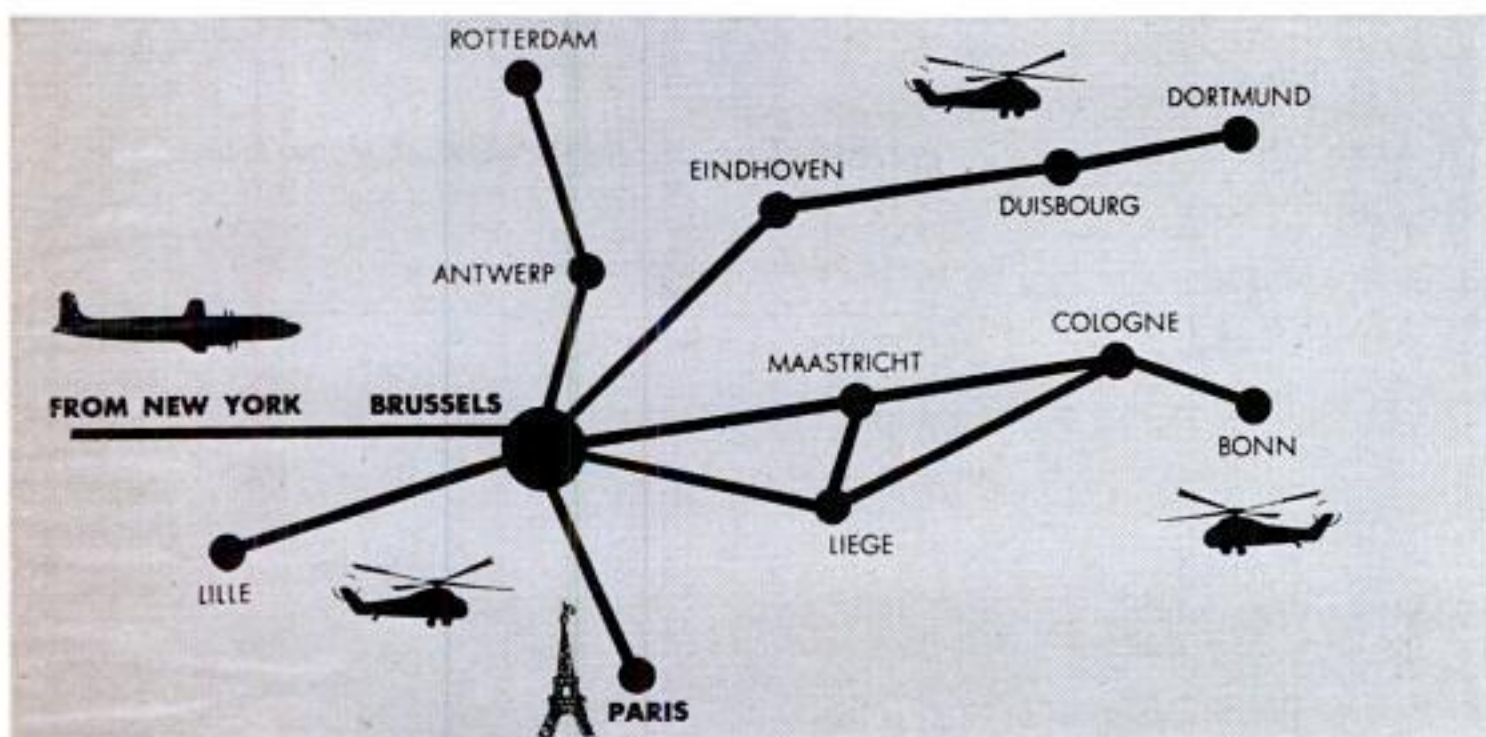
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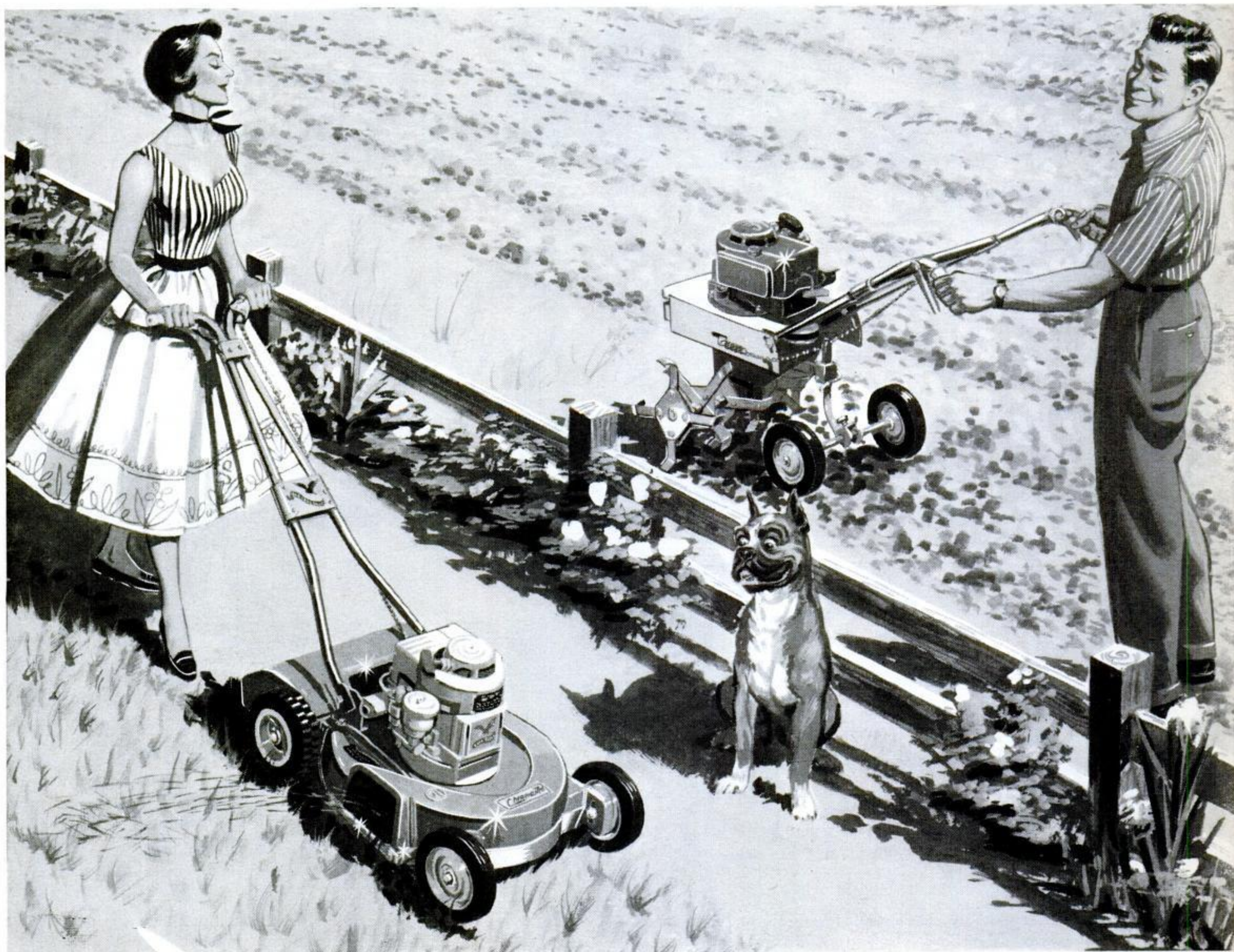
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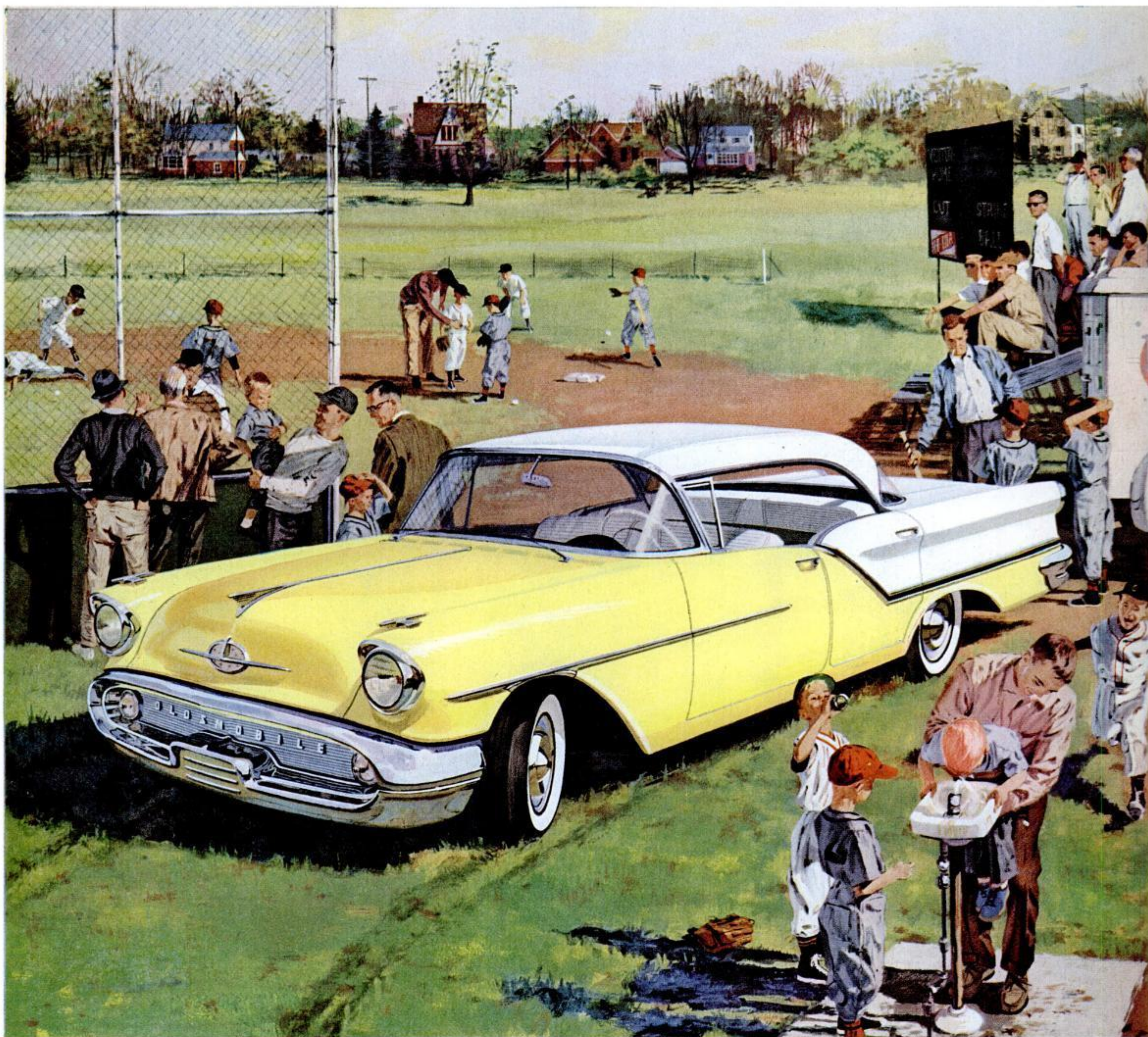
SPEAKING OF PICTURES



UNDERWEAR UNDER WATER

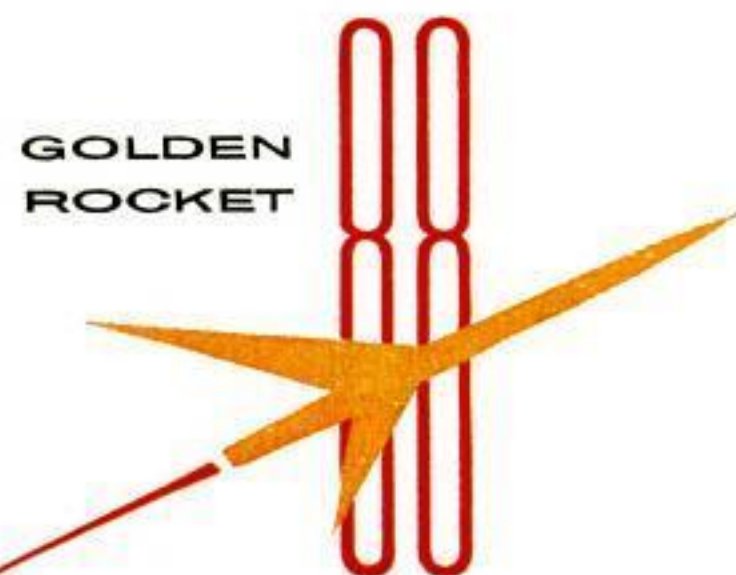
Looking for a pretty print to decorate the lingerie it makes, a firm named Vanity Fair has just introduced a nightgown, a bra and half-slip which are patterned all over with outsize fish scales. Although the nylon garments are intended to go in the water only on washday, LIFE's Photographer Peter Stackpole took the outfits to Rainbow Springs, Fla. for this underwater picture which turns the models who wear them into mermaids.





GOLDEN ROCKET 88 HOLIDAY SEDAN

Extra Innings of Fun...



HEAD FOR HOME IN AN OLDS! This Oldsmobile packs all the pleasure and satisfaction of owning a *big car* . . . big in size and heft, big in performance, big in value.

And from hooded headlamps to swept-back rear deck, the Golden Rocket 88 is strictly "big league". Settle down behind the wheel of an Olds . . . you can't miss the difference. Every tailored inch of the Tech-Style Interior exhibits perfection of detail. Take to the road to feel the cushioned solidity of Oldsmobile's ride . . . the eager response that pours forth from the Rocket T-400 Engine*.

Best of all, see how easily *you* can join the Rocket Circle. For it's no secret that the Golden Rocket 88 is priced to make it the *value-car* of 1957. Visit your Oldsmobile Quality Dealer—head for home in an Olds! Oldsmobile Division, General Motors Corporation.

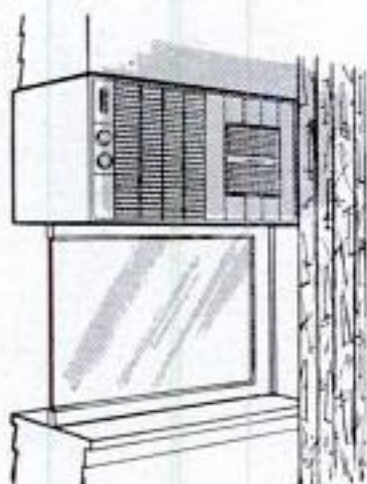
*277-h.p. Rocket T-400 Engine standard on all models. J-2 Rocket Engine, with 300 h.p., and special Rocket Engine, with up to 312 h.p., optional at extra cost.

OLDSMOBILE

powerful and portable

ROLLS FROM ROOM TO ROOM

COOLS ANYWHERE!

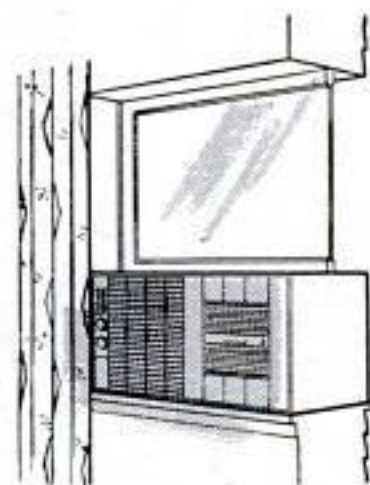


MOUNTS IN UPPER WINDOW

Fits flush... lets in more light... gives more view.

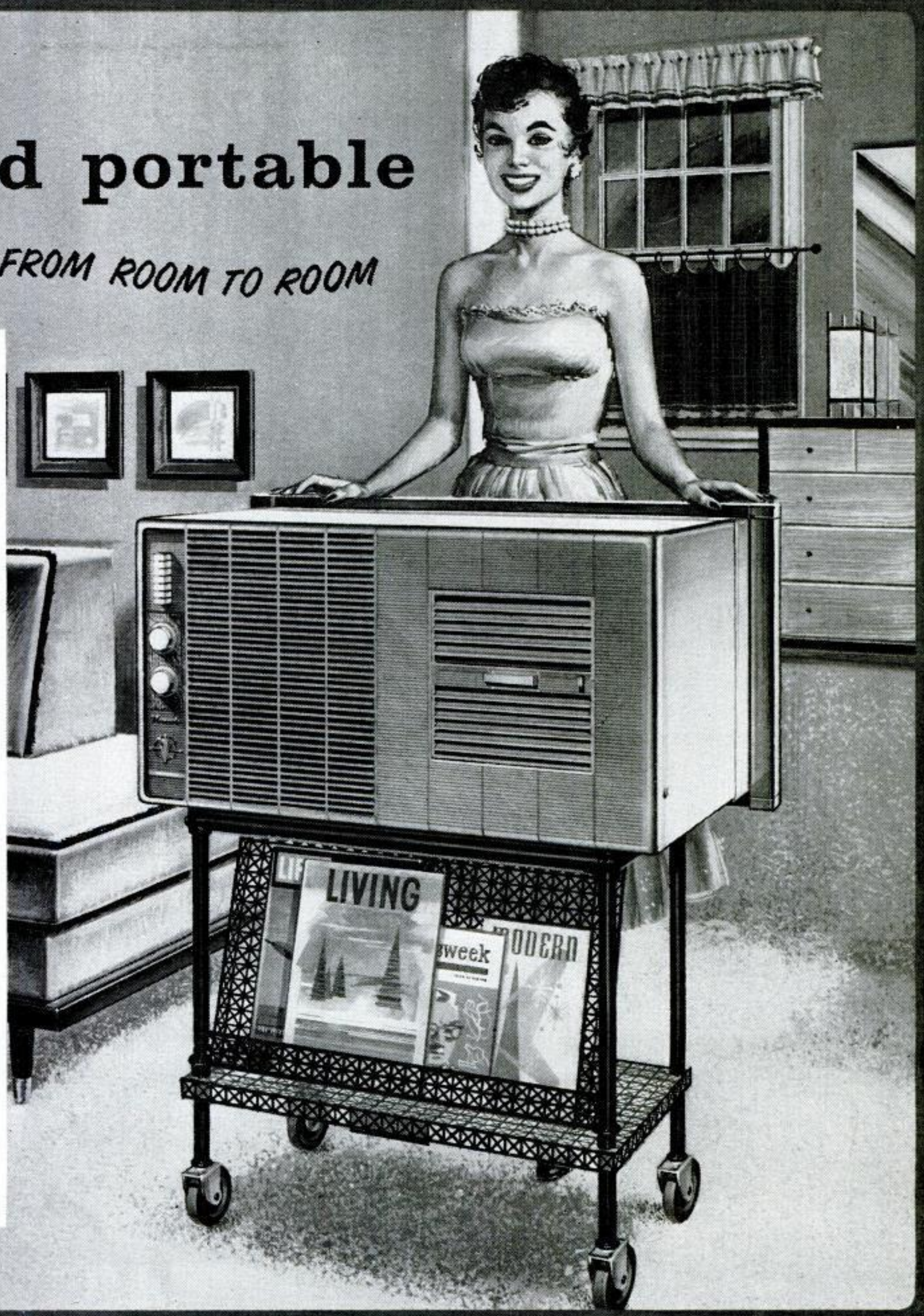
MOUNTS IN LOWER WINDOW

Just 16" low... 16" thin. Doesn't stick up... out or in!



MOUNTS THRU-THE-WALL

Mounts flush—leaves the windows clear and unobstructed... permits versatile room arrangement.



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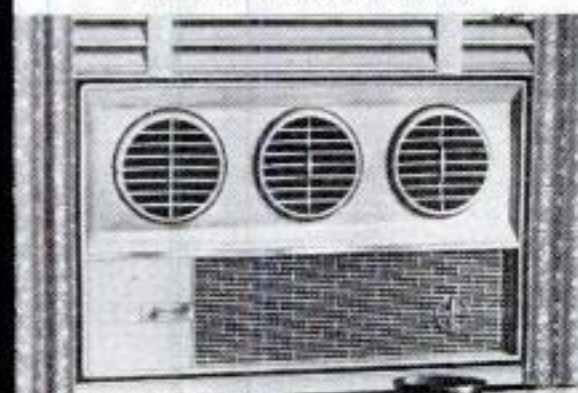
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Vornado's Twin-Thin offers more cooling comfort, too... lets you select the temperature you like best. New adjustable diffuser directs cool air where it's needed most. Dust, pollen and odors are removed by dual filters and Magic Freshner. Vornado's Twin-Thin is the ultimate in cooling comfort!

AIR CIRCULATORS



ROOM AIR CONDITIONERS



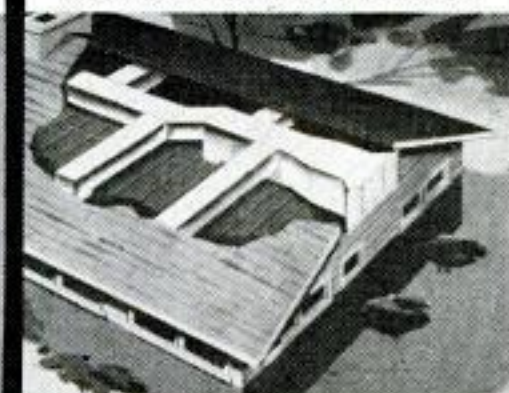
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for every need

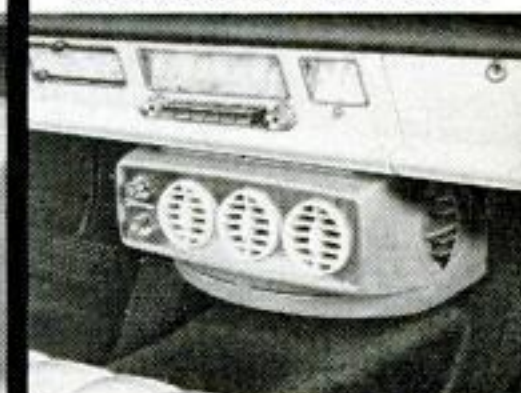
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"Tag" photographed by Ted Streshinsky.

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BRAND

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Coopers

LETTERS TO THE EDITORS

FEMALE CHILD MCCOY

Sirs:

After reading your "Case of 'Female Child McCoy'" (LIFE, April 8), and as a lifelong resident of the Commonwealth of Massachusetts, I'm in favor of another Boston Tea Party. Only this time we should dump some of our officials into Boston harbor rather than tea.

STEPHEN B. AMATO
Clarksburg, Mass.

Sirs:

The Massachusetts statute which positively requires that a judge "when practicable, *must* give custody only to persons of the same religious faith" is nothing new or unusual. Forty-three of the 48 states have almost similar provisions.

While the case is undoubtedly one of great hardship, the inescapable fact remains that most of that hardship is of Mr. and Mrs. Ellis' own making. If they had adopted a child through a regular agency instead of trying to do it privately through a doctor, the trouble would never have happened.

PORTER R. CHANDLER
New York, N.Y.

Sirs:

I was under the impression that the primary function of the law in these matters was to protect the innocent. It would seem that the last person being given any consideration is Hildy. As a Catholic I find it hard to believe that she would have any feelings other than hate and contempt for a religion that would cause her to be removed from the parents who have loved and cherished her from birth.

MRS. GEORGE HLAVKA
Los Angeles, Calif.

Sirs:

No doubt these two people love Hildy but from the beginning they have had no legal or moral right to her. To a Catholic the Church is the most important thing in life. All Catholics are under pain of mortal sin to see that their children whether born in or out of wedlock are raised as Catholics.

LEO G. BARRY
Wilmington, Mass.

Sirs:

If I died tomorrow I would want my three young children to be raised by the people who would be kindest and take the best care of them, no matter what their religion. I myself was raised strictly in the Protestant faith by my mother's aunt and uncle,

both of whom were Catholic. They raised me from infancy after my mother's death. Our different religions never caused the slightest trouble.

MRS. T. ZAKIA
Lawrence, Mass.

Sirs:

No matter what the final outcome of the fight for Hildy Ellis, let us pray that in the years to come she will remember that these parents, Melvin and Frances Ellis, loved and cared for her when no one else did.

MRS. KENNETH L. MYERS
Wichita, Kan.

GREAT ADVENTURES: PART II

Sirs:

Part II of your "Great Adventures" could not have been more wonderful ("Flight of the 'Blue Bird,'" LIFE, April 8). My congratulations must go to the Blue brothers for such a magnificent flight.

Every pilot in Colombia, including myself, has flown over those treacherous peaks of the Andes. Yet, I am sure many of them will still join me in saying: "*Magnifico vuelo, muchachos!*"

R. A. FACCINI
Houston, Texas

Sirs:

It may also be noted that the Blue brothers are Air Force ROTC cadets at Yale and that after graduation they



LEFT: NEAL, LINDEN AT YALE

are scheduled to don Air Force blues as pilots in the U.S. Air Force.

MAJOR HIRAM C. CAROOM, USAF
Yale University
New Haven, Conn.

Sirs:

As an amateur flier I was fascinated by those exciting pages and superb color photographs of the Blue brothers' odyssey.

JOHN M. RAYMOND JR.
Washington, D.C.

Sirs:

Enjoyed reading the "Flight of the 'Blue Bird.'" Could you tell me the aviation background of these two boys who made this trip?

C. W. ERWIN JR.
Chicago, Ill.

● Before the flight Linden Blue had 250 hours in light planes and only four hours of instrument flying. Neal Blue had 150 hours and no instrument flying.—ED.

THE ARAB WORLD

Sirs:

Heartiest congratulations on "Russia's Ominous Thrust into the Arab World" (LIFE, April 8). America must know the Arabs and their problems to understand and like them.

Truly, the Russians are trying harder to appease them with small and

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Maybe you've never played a note... on any kind of instrument. Maybe you thought you never could.

But now you *can*... because here's the new kind of organ anyone can play, even people who don't know one note from another. It's called the...

Hammond Chord Organ

... and you'll play a complete tune on it the first time you try. You won't take lessons... you'll teach yourself. You won't need practice... you'll progress by playing.



Here's why it's so easy to play

ONE FINGER of your left hand presses a numbered button to play a full, rich chord. On other keyboard instruments you'd need lots of practice to hit the right chord. The Hammond Chord Organ does it with a single button.

ONE FINGER of your right hand plays the melody. If you don't read music, Hammond has special "Picture Music" that tells you which keys to play. You sound great the first time you try... and you get better every time you play.



Families have more fun than anybody... when there's a Hammond Chord Organ in the house. You'll have family concerts and sing-fests... wonderful music parties with friends and neighbors. Want to know how it sounds? Send the coupon for your free LP record of the amazing musical effects you can enjoy on the Hammond Chord Organ.

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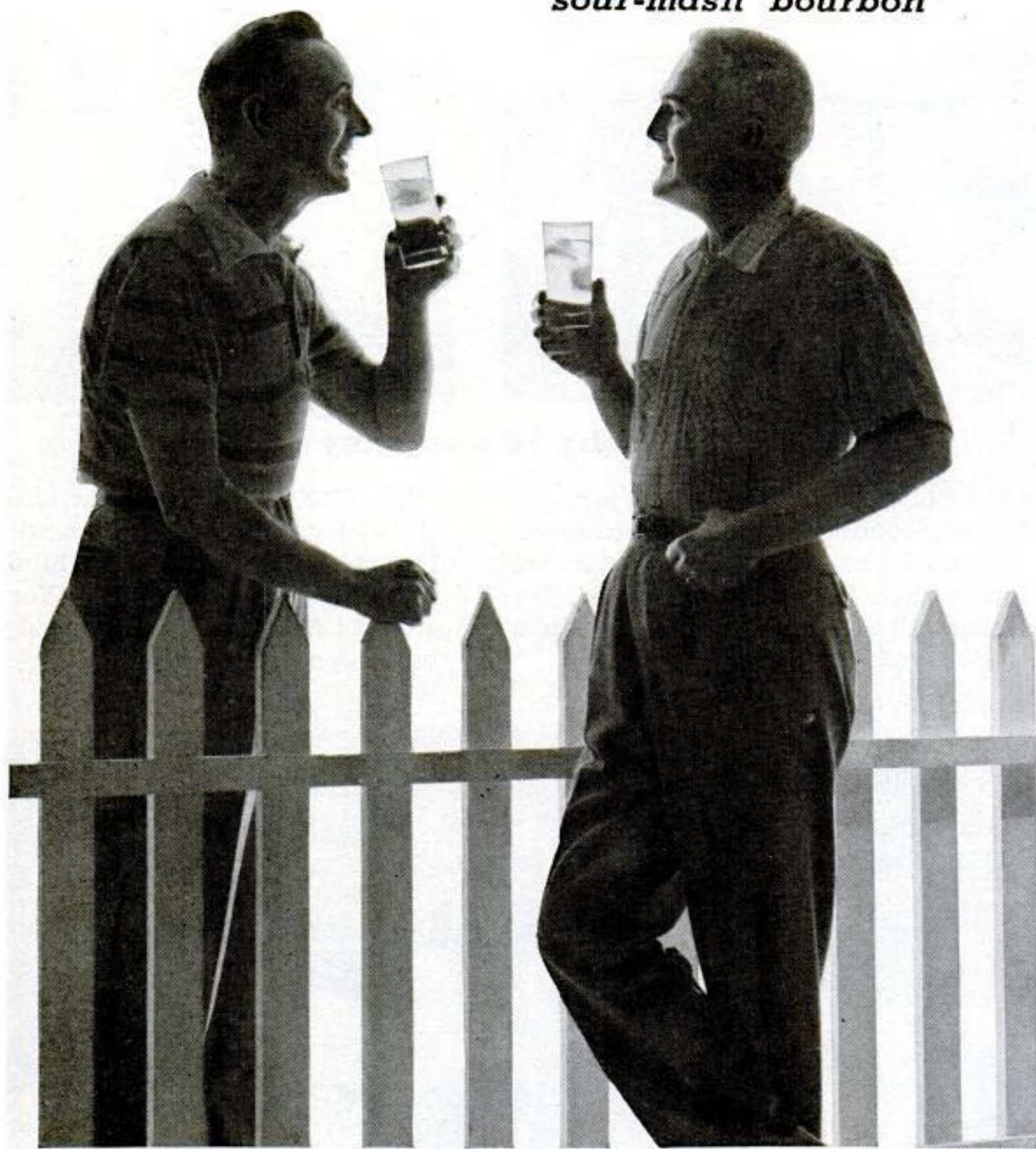
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Send me new LP recording that will let me hear how versatile a Hammond Chord Organ is.

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"Even smoother than
'sour-mash' bourbon"



The one and only **mellow-mash** bourbon...

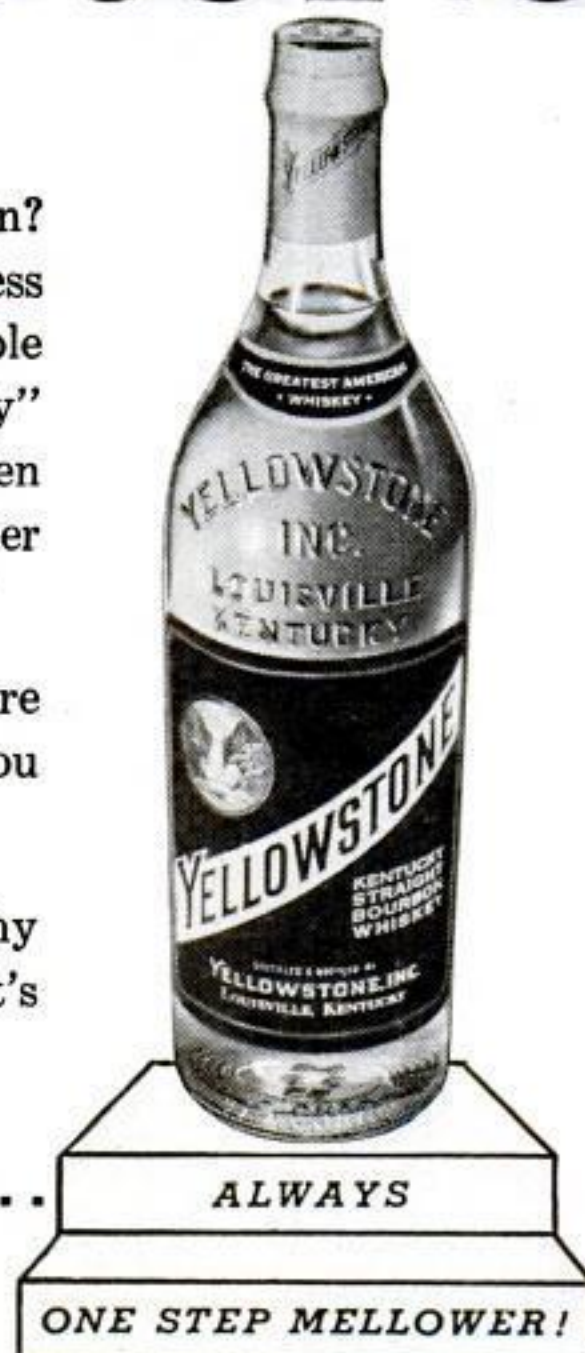
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LETTERS TO THE EDITORS CONTINUED

large bribery. We have only to take a quick trip through the sordid refugee camps to see where the flower of friendship for America has rotted. These refugees are more pitiful than the often indolent recipients of charity here in our wonderful America—for they have no choice but poverty.

KAY V. CUNNINGHAM

Oklahoma City, Okla.

Sirs:

The many quotations from Arab officials are ample evidence of the greatest problem facing the Arab peoples—the lack of mature leaders. An inability to face reality, to cope with the ills of the area, seems to characterize most of the present crop.

ROBERT S. MILLER

Berkeley, Calif.

THE BLIZZARD

Sirs:

Congratulations on your story of the blizzard ("Blizzard Immobilizes the Plains," LIFE, April 8). Here in Dalhart, Texas we were tragically snowed in. It took us almost a week to dig out of 36-foot drifts. One of the saddest stories of the storm was that of Jerry Malone, a Railway Express driver whose truck failed to make it down Tascosa Street. Here is a picture of the top of Jerry's truck four days after the storm. The terrible snows swallowed his truck only 30 feet from a home and a mere two blocks from Malone's home. He was found dead of exposure in his cab.

TILLIE WHATLEY SILLERBERG

Dalhart, Texas



JERRY MALONE'S TRUCK

Sirs:

Those of us who live here agree that it was a "great blizzard." But don't let us overdo it. Clayton did take a beating but she was not blown across the state line into Texas.

STRAWCY VANDRUFF

Clayton, N. Mex.

● LIFE's apologies to the citizens of Clayton, N. Mex.—ED.

LOVE TRIUMPHS

Sirs:

"Love Triumphs over Ideology" (LIFE, April 8) leaves an erroneous impression regarding Catholic marriage.

No Catholic may be married in a Protestant ceremony by a Protestant minister without subjecting himself or herself to automatic excommunication from the Catholic Church.

ALICE Z. DAMERON

New York, N.Y.

● The Reverend George Reinsberg who married the couple in Prague said Connolly would be excommunicated and lose his rights to the Holy Sacrament. If Connolly shows repentance, the priest said, he will

eventually be restored to full membership.—ED.

EDITORIAL

Sirs:

LIFE's courageous editorial entitled "Seven (Count Them) Brave Men" (LIFE, April 8) is superb!

DAVID CREIGHTON

Athens, Greece

Sirs:

Where was Senator John Kennedy, author of *Profiles of Courage*, when it came around to voting?

NATHAN DUBESTER

Philadelphia, Pa.

● He was attending the labor racket hearings. Since there was no roll call on the amendment, he was not summoned to the Senate chamber.—ED.

SPEAKING OF PICTURES

Sirs:

I have washed for nine boys and LIFE's story (Speaking of Pictures, LIFE, April 8) certainly recalls things I have collected in a year's time! The worst one was a pocketful of fish bait. Can anyone beat that?

MRS. RICHARD M. COLE

Gettysburg, Pa.

Sirs:

Indelibly etched on my memory is the day I plunged my hand into a rear pocket and encountered some recently departed and very much compressed snails.

MRS. L. B. MOSES

South Pasadena, Calif.

Sirs:

Before I wash this pair of jeans I must remove some jelly beans, A rusty nail, two wads of gum, A well-worn bandage off a thumb. I guess at that it might be worse I needn't wash my loaded purse!

MRS. FRANK MATHISON

Traverse City, Mich.

Sirs:

What? No string?

F. BRILL

Cambridge, Ohio

Sirs:

No old P.T.A. notices?

MRS. E. W. McLACHLIN

Bellevue, Wash.

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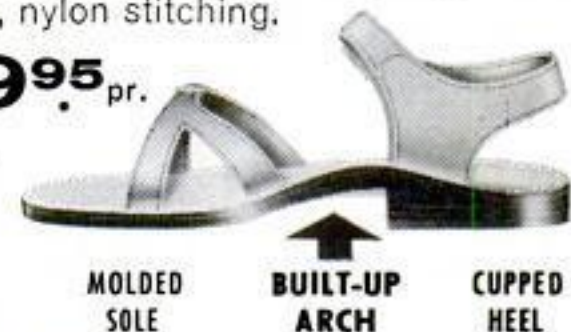
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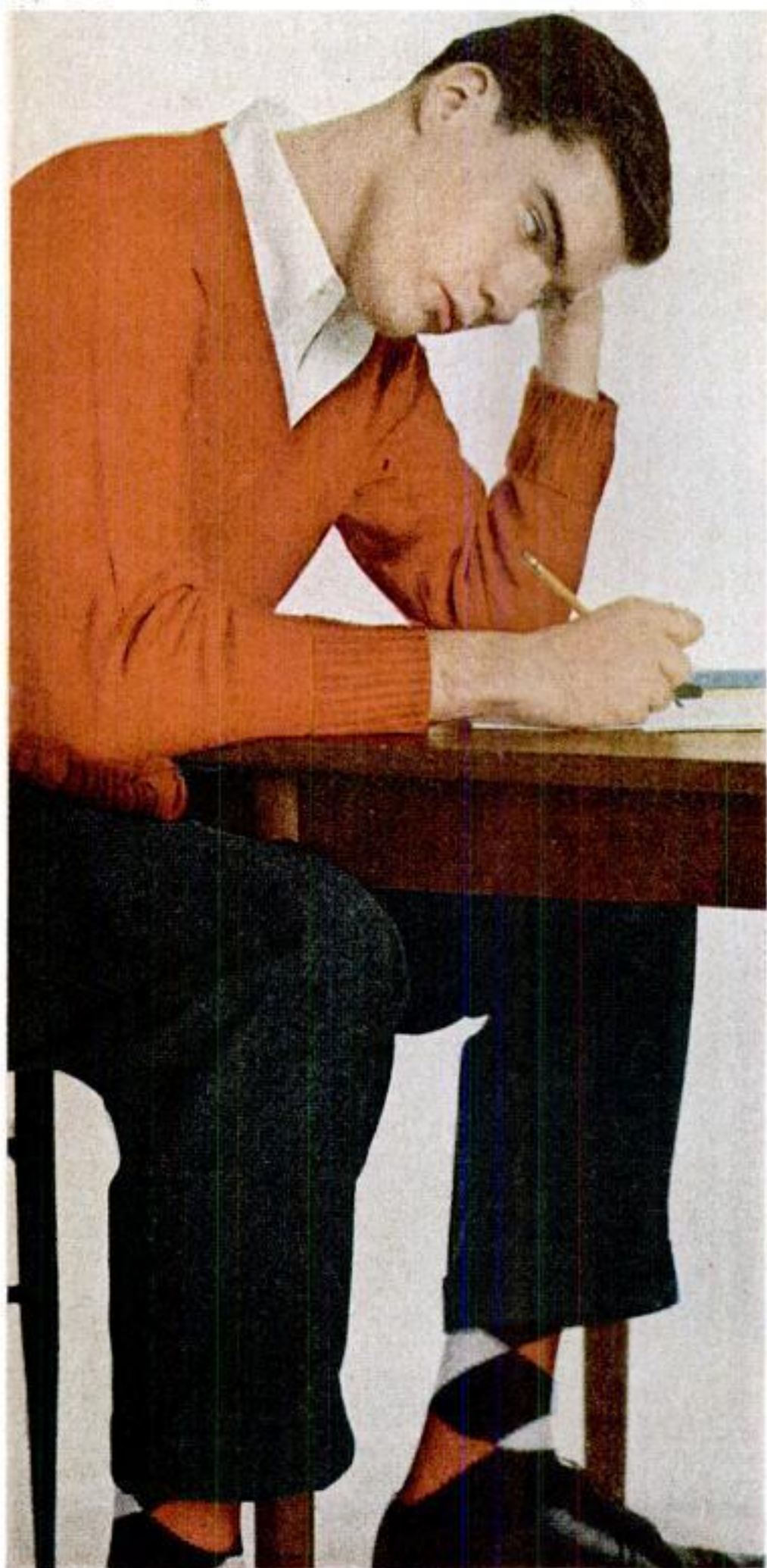
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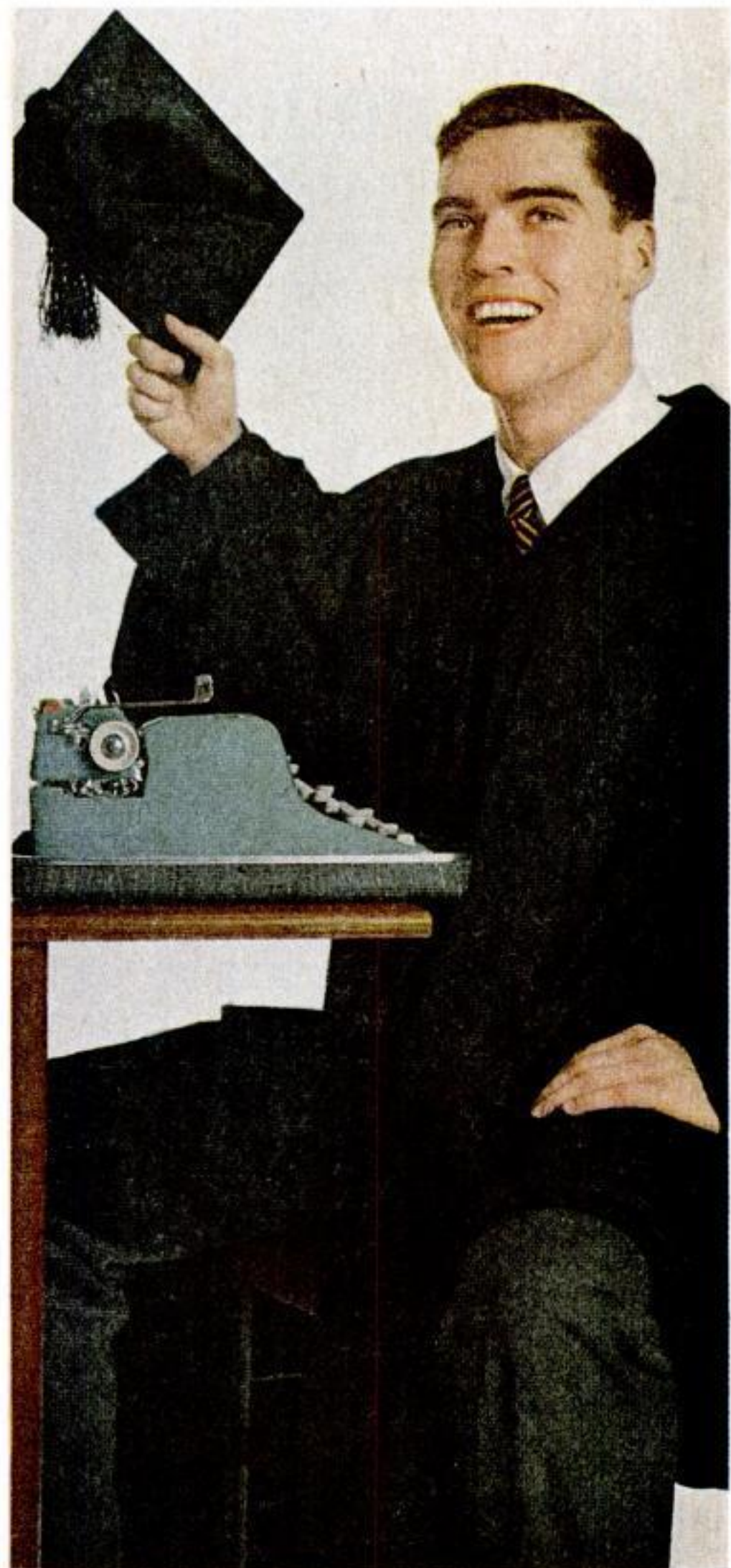
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Last year at this time he was just barely getting by in school.



Dad lectured. Mom pleaded. But nothing seemed to light a spark.



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He'll graduate with honors this year thanks to a new Royal Portable!

The reason is simple! A Royal Portable can help to improve spelling, teach neatness and accuracy. Helps you to think faster...clearer, too.

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Firelite 4-door station wagon in Fiesta Red and White



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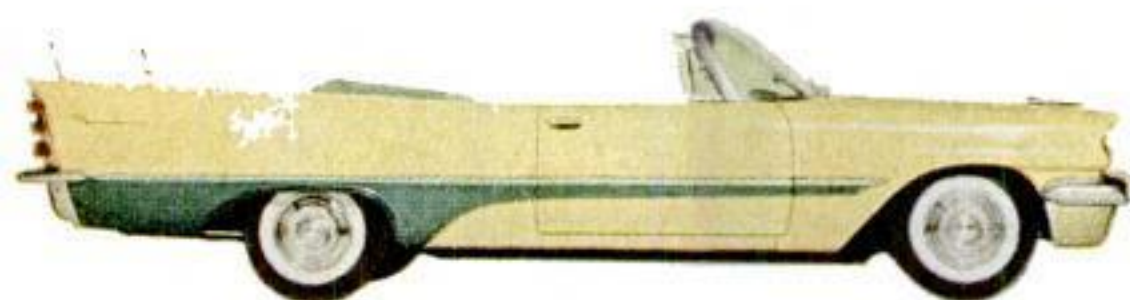
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Fireflite convertible in Sunlit Yellow, Tamarack Green



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Room setting by Virginia Conner Dick, A.I.D.

Costume by Clare Potter



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let dirt, grime, or film take hold—it cleans with the swish of a damp mop. And its exclusive "Clearfelt" backing makes it remarkably quiet and comfortable underfoot. A lovely Nairon DeLuxe floor is yours for as little as \$5 a month with the ABC "Buy Now—Pay Later Plan" for Gold Seal Floors and Walls. Your Gold Seal Dealer (see "Linoleum" or "Floors" in your Yellow Pages) has *many* exciting new floors to show you. As always: satisfaction guaranteed or your money back.



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FLOORS AND WALLS

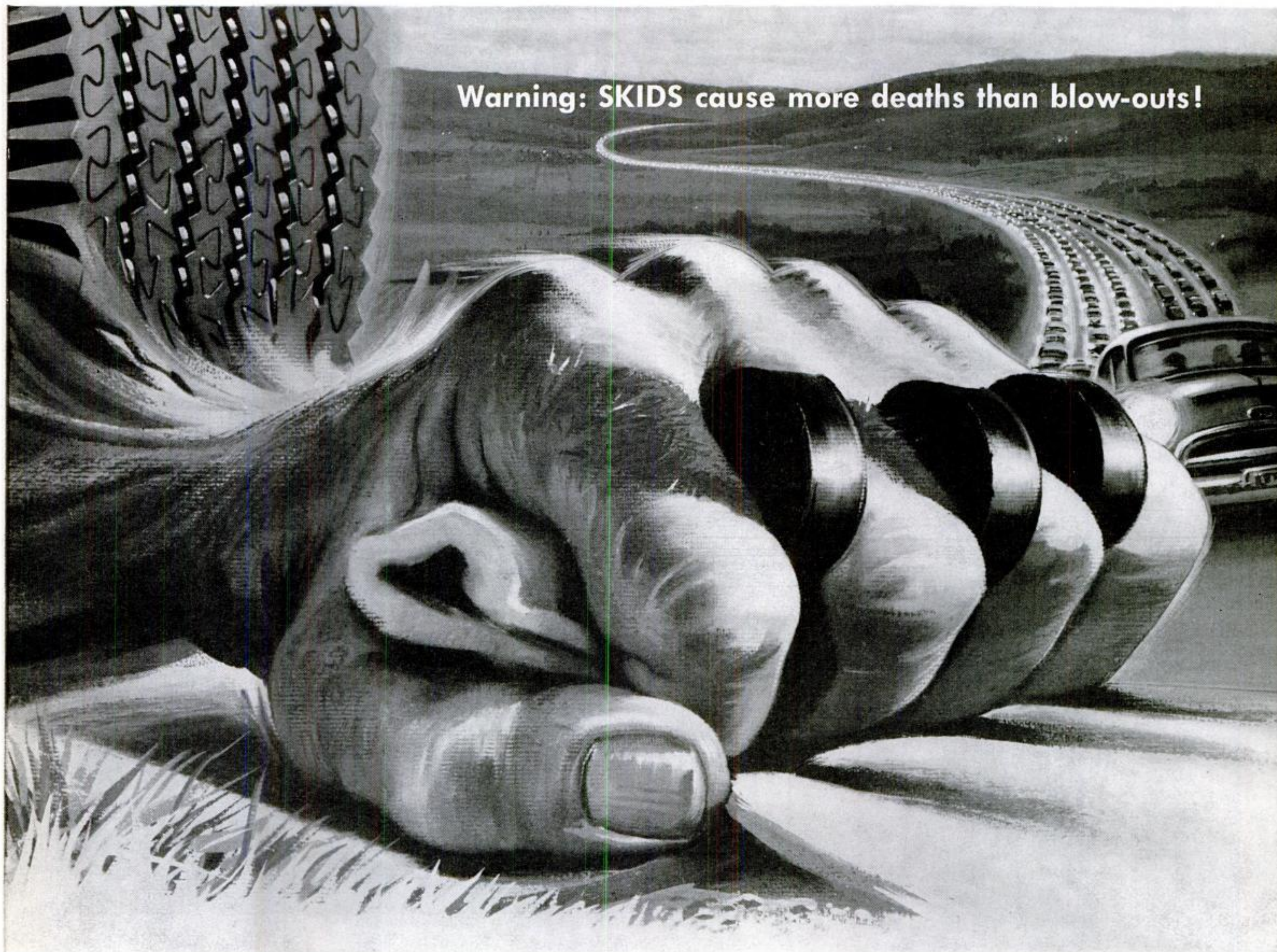
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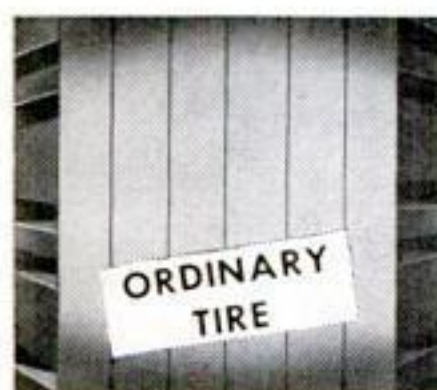
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◀ **LIKE FIST AT LEFT, ARMSTRONG TIRES CAN'T SQUEEZE SMOOTH.** Safety Discs keep tread open so it *always* grips, no matter how hard you brake. Look for these patented Safety Disc Tires when you buy. They stop skids as no other tires can, yet cost no more.

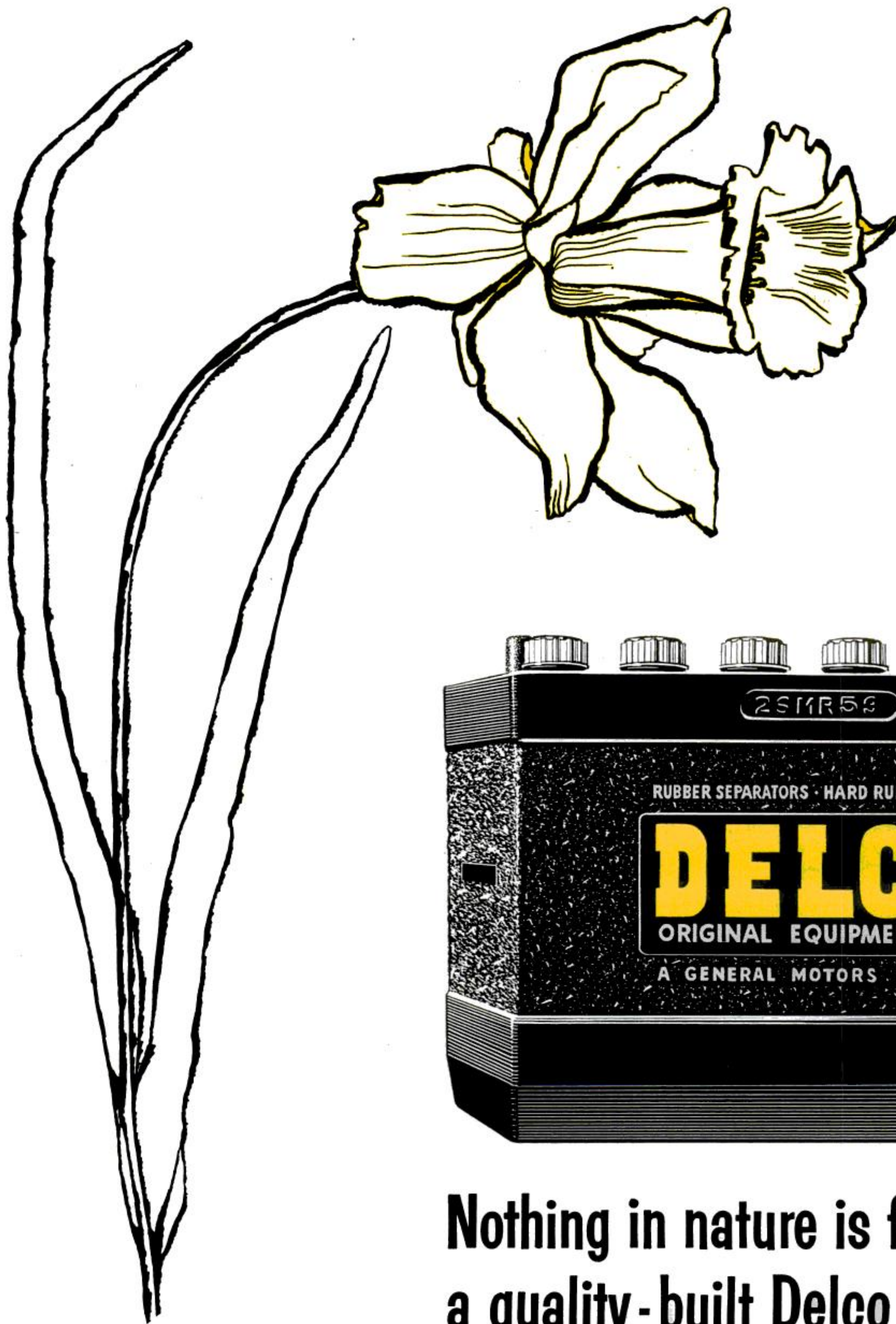
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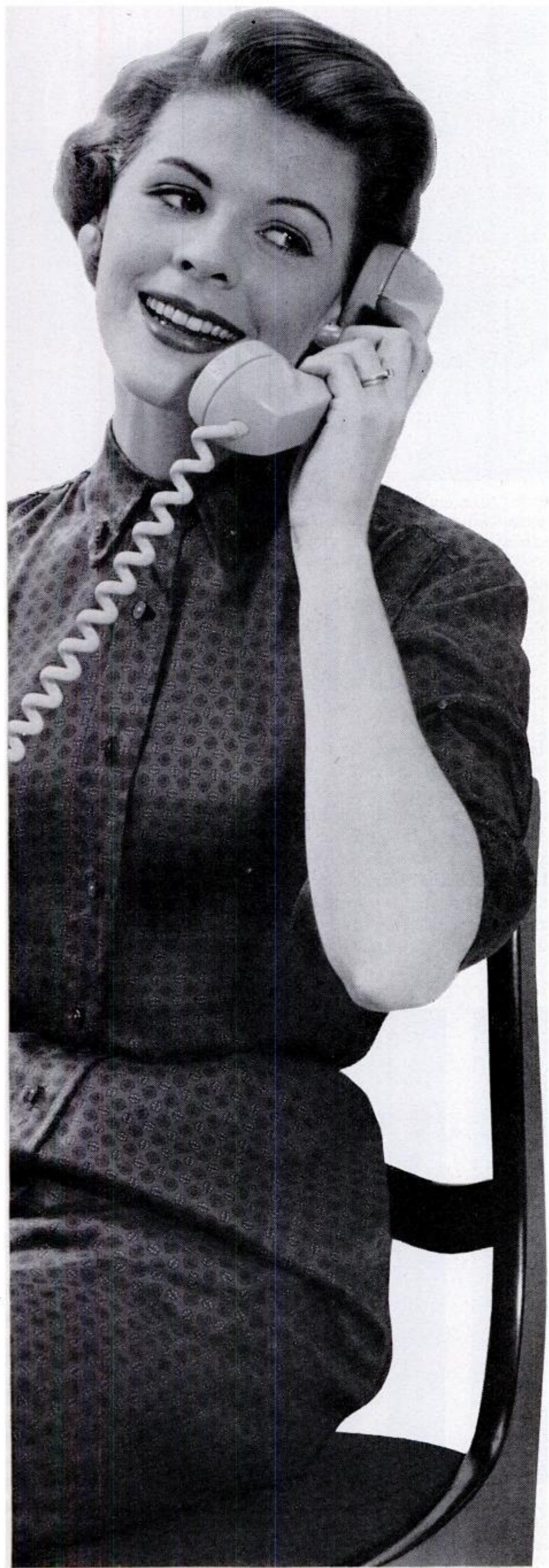
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"Guess who wants to say hello"



A simple "da da" from the youngest member of the family speaks volumes to a father who's out of town. It says "We're fine. We miss you. Please hurry home."

That's the way it is with a family visit by telephone. It isn't just that your words are there. The warmth of your voice is in every word. And so much can be said in a telephone call.

If you miss someone in your family, why not call them tonight? It's easy to do and the cost is low.

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For example:

	First 3 Minutes	Each Added Minute
Buffalo to Cleveland	55¢	15¢
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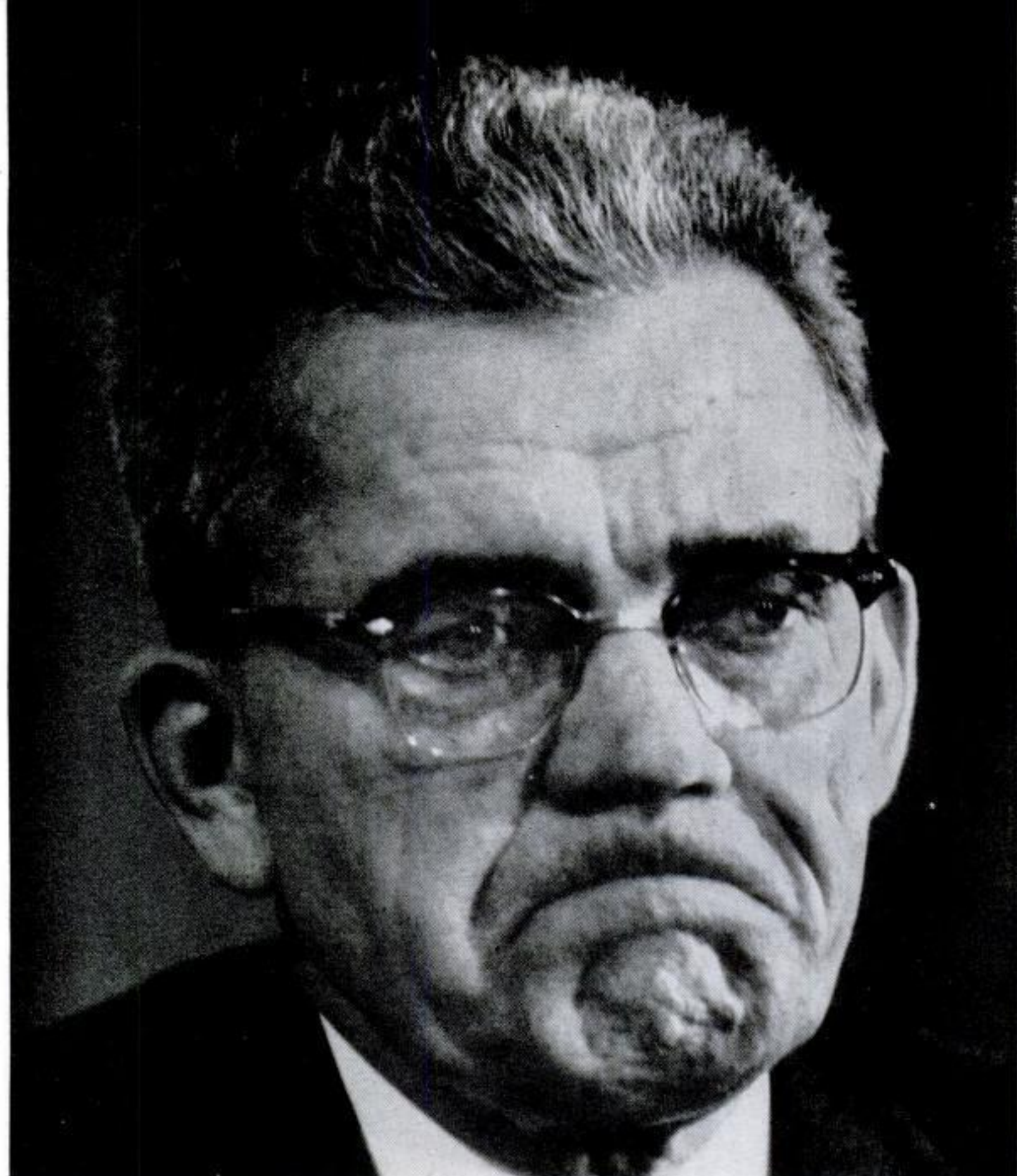
These rates apply every night after 6 and all day Sunday. Add the 10% federal excise tax.



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FOUR WITH TIGHT LIPS Before Senate hearings in Washington four witnesses from Scranton gave reluctant testimony; Robert Hubshman (*left*), a union thug, refused to answer most

questions, including "Do you regard yourself as a decent citizen?" on grounds he might incriminate himself. Joseph Bartell (*next left*), a Carpenters' business agent, convicted of assault, perjury, parole violation, denied guilt in a dynamiting.

LABOR VIOLENCE ON LOCAL LEVEL

The Senate committee whose Teamsters union investigation had uncovered large-scale corruption in the upper echelons of U.S. organized labor (*LIFE*, March 11 and April 8) turned its attention last week to the grimy local violence practiced by unions in one of the oldest labor towns in the U.S.—Scranton, Pa. Some of the leading witnesses (*above*) gave only meager testimony, but three others (*below*), including a garrulous girl Teamster who talked a lot, unfolded a story which Committee Chairman John McClellan dryly characterized as "a classic example of the use of force and violence in labor-management relations."

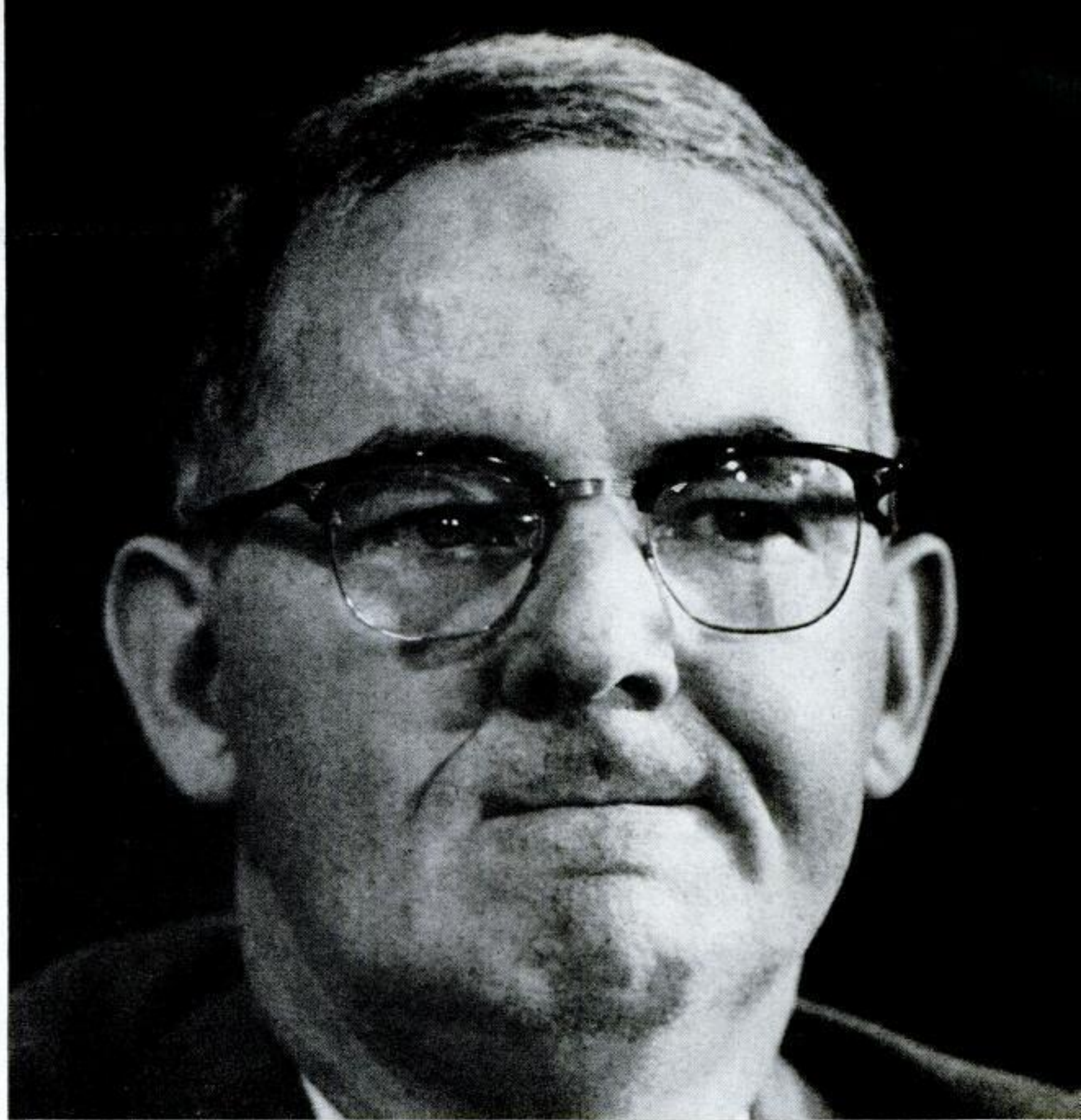
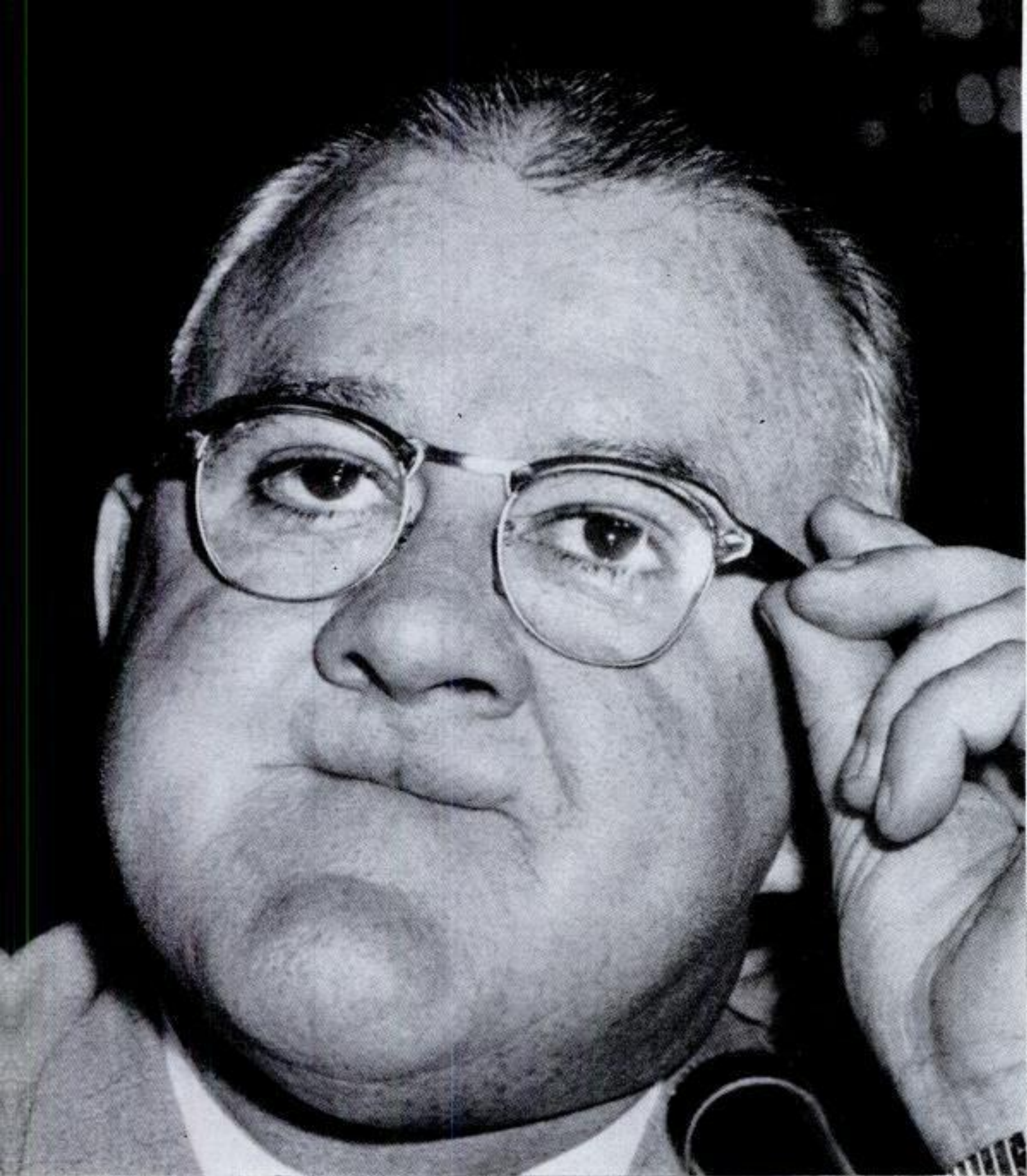
This narrative included such activities as dynamiting a new house,

tossing stink bombs, putting sugar into truck gas tanks, extorting money from employers, rigging union elections—all as corrupting of good unionism as any big union boss's misdeeds. The week's testimony also named an employer who was accused of attempting to bribe Teamsters union leaders into giving him a break. Senator McClellan referred this case to the FBI, ordered a contempt citation for one stubborn witness and challenged the A.F.L.-C.I.O. leadership to remove from office four of its officials in Scranton who were convicted last year of conspiracy. Then, in a town which has a long history of labor troubles, the good people in Scranton set about trying to clean up after the handful of those who had been bad.



THREE WITH MOVING LIPS Ex-Boxer Paul Bradshaw admitted acting as a union goon and implicated union leaders in his deeds. He also admitted voting several times in one union

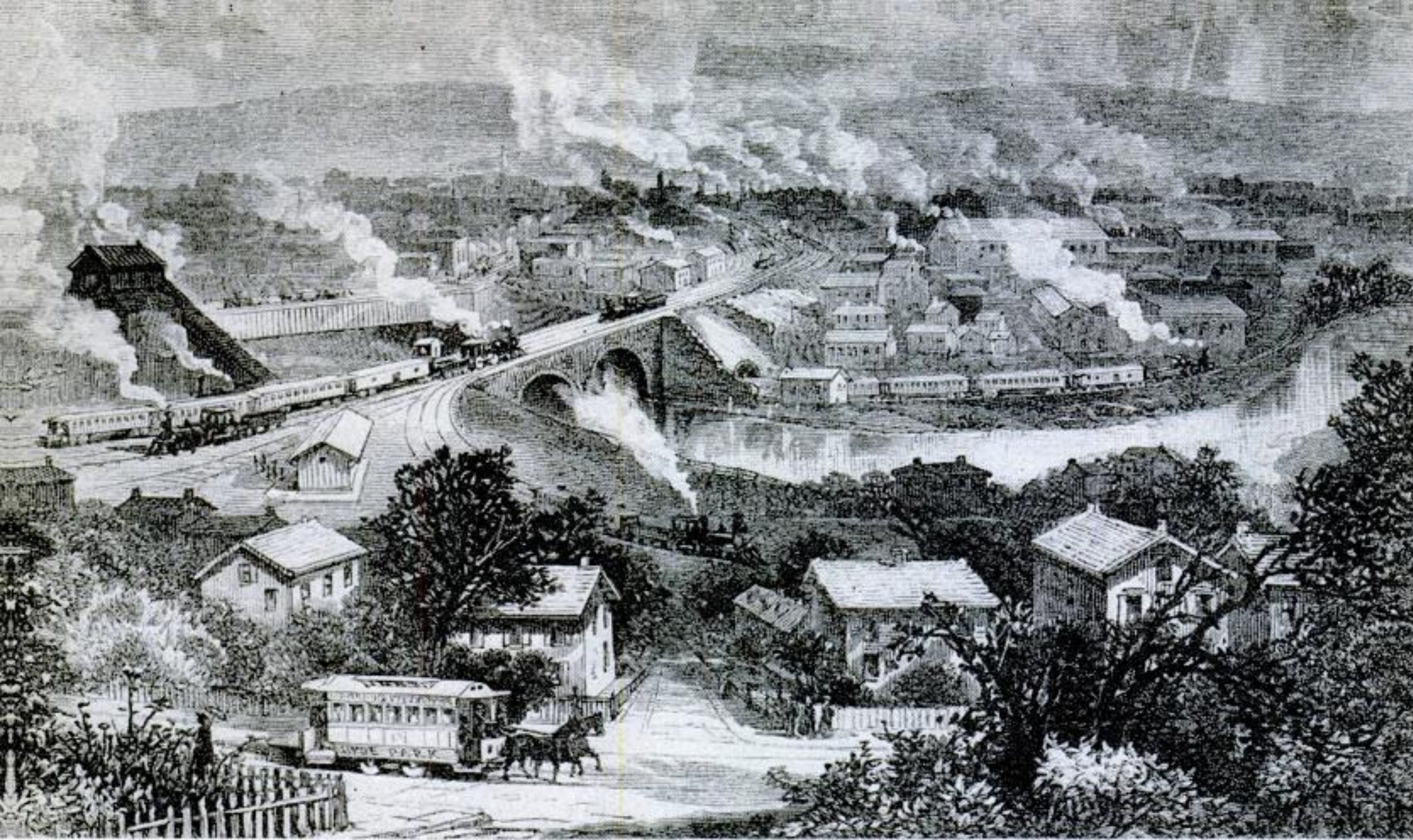
election. His girl friend, Helen Canfield, a Teamsters member herself, talked cheerfully of stink bombs and rigged elections. William Munley, a truck driver, admitted detonating dynamite against a house being built with nonunion labor.



Joseph McHugh (*second from right*), a Teamsters business agent, under indictment for extortion, insisted he knew nothing about union violence. John Durkin (*right*), also a Teamsters agent and under indictment for bribery and extortion,

declared, "I always instruct our people who are on strike: 'No violence.'" But he and Bartell were convicted last year in a dynamiting case and, with McHugh and a third man, he now faces charges of extorting \$11,000 from contractors.





OLD SCRANTON, as shown in an engraving from about 1875, was situated on the banks of the Lackawanna River and was serviced by the Lackawanna

railroad. Factory smoke rises from the furnaces of Lackawanna Iron and Coal Company across the river which was moved to site near Buffalo, N.Y. in 1902.



PATTERN OF VIOLENCE was evident in an 1877 labor riot. It took place during depression, forced home guard to fire on strikers at intersection of



DYNAMITED WALL was part of a 1954 building trades union's campaign to stop a builder from using nonunion labor. Nine men were convicted of crime.

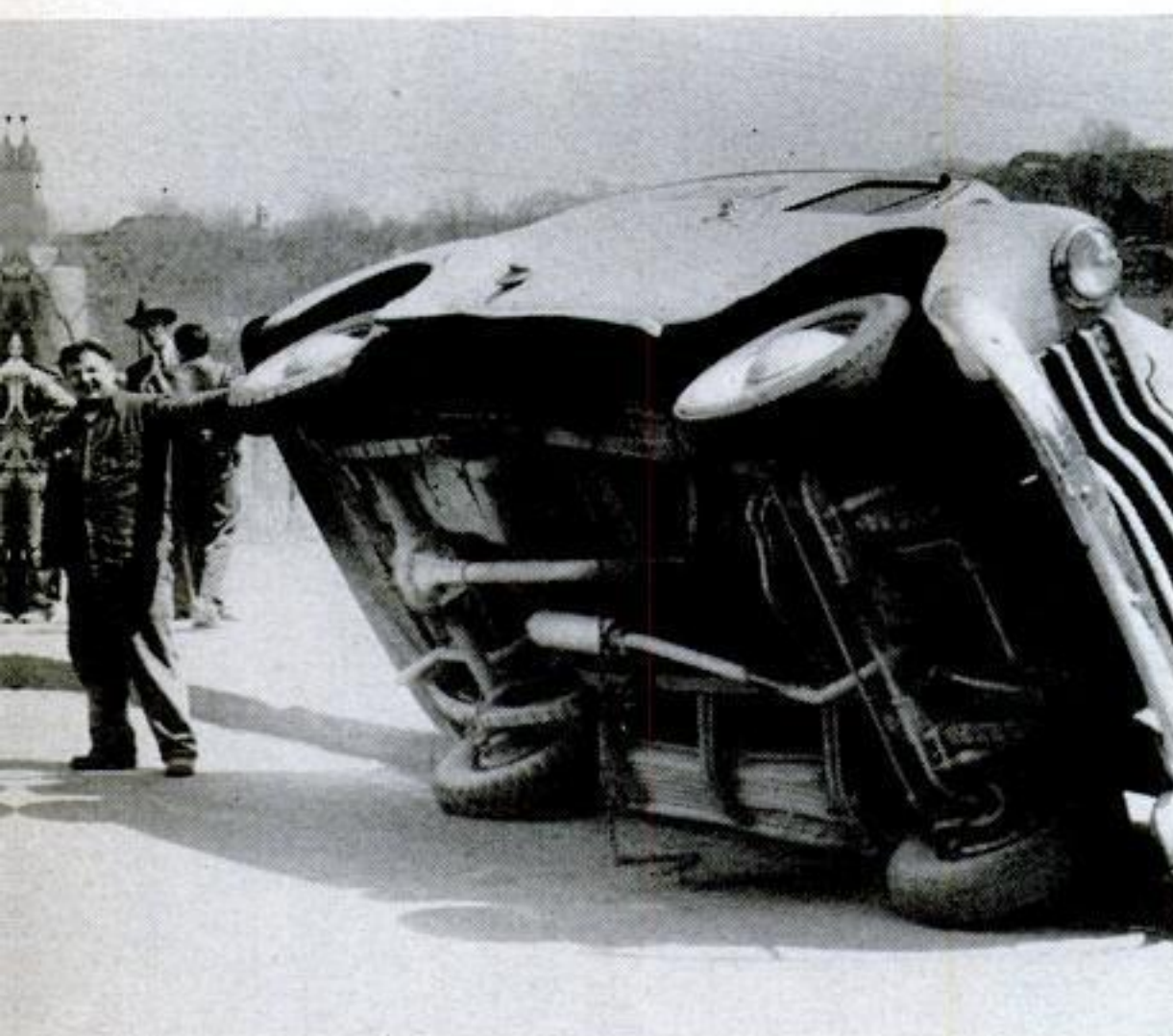
A TRADITIONAL UNION TOWN WITH A MODERN

Scranton has been a tough labor town almost from the day it took its present name. The community, long known by such names as Skunk's Misery and Slocum Hollow, was given its biggest boost in the 1840s by Joseph Hand Scranton who capitalized on the immense local supplies of iron ore and anthracite coal to build up the family's Lackawanna Iron Works. In 1866 the settlement became the city called Scranton. Three years later it had its first general strike.

Scranton's bloodiest labor dispute, in 1877 (above, center), ended as a labor defeat after striking iron workers had knocked the mayor unconscious. But in the ensuing years the spirit of unionism became so strong that many

workers even quit the local Catholic churches, which then frowned on organized labor, in order to join the unions. In 1897 John Mitchell took Scranton's workers into the United Mine Workers after a period of violence.

Another type of violence was described to the Senate committee last week. It involved not so much the right to organize as the right of those men who are not organized to work. Contractors building houses testified that they were intimidated for employing nonunion workers. A baker of pizza held out through broken windows, a wrecked truck and a stink bomb. After two months of harassment, he finally signed a union contract. In the meantime highly placed labor leaders (below) lent



OVERTURNED TRUCK, dumped by goons, was one reason a baker finally had to hire union drivers. Teamsters local organized pressure against him.



OFFICIAL TRIBUTE to men convicted on dynamite case was 1956 dinner to raise money for their appeal. Attending it were four defendants, Anthony

Bonacuse (1), Philip Brady (2), Joseph Bartell (3), John Durkin (4); also A.F.L.-C.I.O. vice president Joseph Keenan (5), Teamsters vice president Harry



Lackawanna and Washington avenues after attack on mayor. Three strikers died, a score were injured. Members of guard were acquitted of manslaughter.



NEW SCRANTON in a photograph made to match engraving on the opposite page, has new buildings which hide the Lackawanna River from view. The

old railroad bridge over the river has been replaced by a modern one. The site of the old iron works is now occupied by an important industrial district.

VERSION OF CONFLICT

support to those associated with the violence.

The testimony before the committee was enlivened by Helen Canfield's presence on the stand. A buxom girl, the egg candler giggled proudly as she recounted the part her union friends had played in the violence. "Did you discuss the throwing of the stink bomb?" she was asked. "I thought that was very amusing to me," she answered, "because, well, I have smelled rotten eggs, sir, and that is what a stink bomb smells like." When asked if she had voted twice at union elections, she admitted that she had been too noticeable in a tight-fitting red dress to get away with it. But she also had a conviction: "Run right," she said of unions, "they are a credit to the nation."



LIVELIEST WITNESS of the hearings, Helen Canfield, enjoys reading accounts of her testimony in a Washington hotel suite. Employed as an egg candler

in a Scranton warehouse, she got into case after trying to help her friend, Bradshaw, place the blame for dynamiting of a house on other union toughs.



Tevis (6), James McDevitt, now A.F.L.-C.I.O. political education committee head (7), Scranton Teamsters leaders Bob Malloy (8), Joseph McHugh (9).



TAPE RECORDER was hidden by Helen under a table in Scranton apartment to trick union goons into admitting their complicity in dynamite attack.



THANKS FOR A PLUG is given to Helen Canfield by a waitress at Yank's Diner in Scranton which Helen had mentioned in her testimony to senators.



SCRANTON'S MAYOR James T. Hanlon denies accusation he tried to hush up dynamiting, says, "We never have anything to do with those labor fellows."



SCRANTON BOOSTERS, meeting in Chamber of Commerce offices, discuss effort to bring new industry to city in spite of adverse publicity of union

hearings. Chevrolet dealer Roy Stauffer (next to window), sparkplug of plan, suggests, "Let's build more plants and worry about paying for them later."

WORKERS AT DEPARTMENT STORE SITE DISCUSS



SCRANTON'S SCRANTON, William, 39, great-grandson of a city founder, asked senators to go easy on city itself while going after its labor crooks.

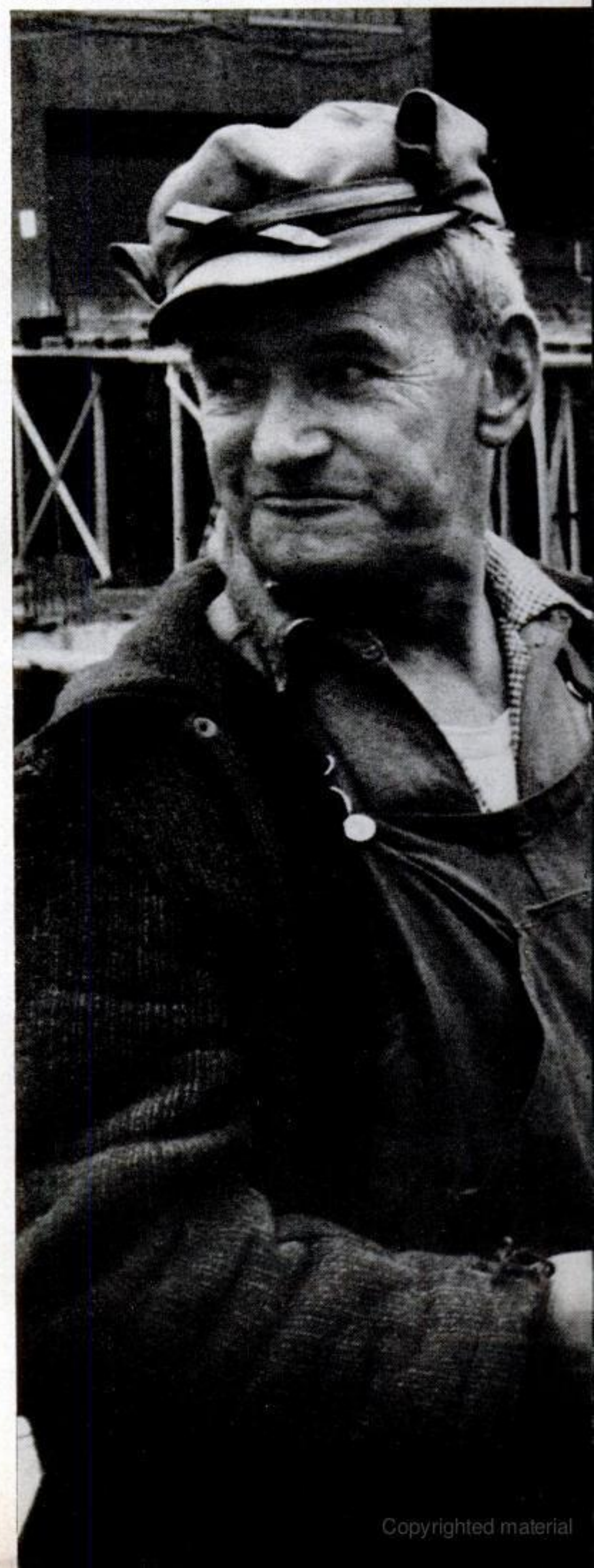
PEOPLE OF THE CITY WITH VARIED VIEWS

Before Senator McClellan opened his committee's hearings on labor skulduggery in Scranton, he had a good word to say for the city itself: "Scranton is a splendid community and in some aspects outstanding." One outstanding aspect the senator referred to is the organized fight Scranton has been waging to stop a steady economic decline which started back in the '30s when the local output of anthracite coal began to decline. Even today 9,000 of Scranton's 126,000 people are out of work.

But sparked by citizens like William Scranton (below, left), a member of the city's founding family, Scranton has raised some \$4 million to attract new industry. Ten major plants have already been built under the plan. A big department store is being made even bigger (opposite). The city's leaders hope that past labor troubles will not deter business from taking a calculated risk on Scranton's future welfare.



SCRANTON'S CONSCIENCE is Thomas Murphy, 77, chief editorial writer on *Times* for 37 years. An old friend of labor, he hammered away at violence.





SHOVELING DIRT around store foundation, union man Robert Donati says, "The hearings both helped and hurt the unions but didn't solve anything."



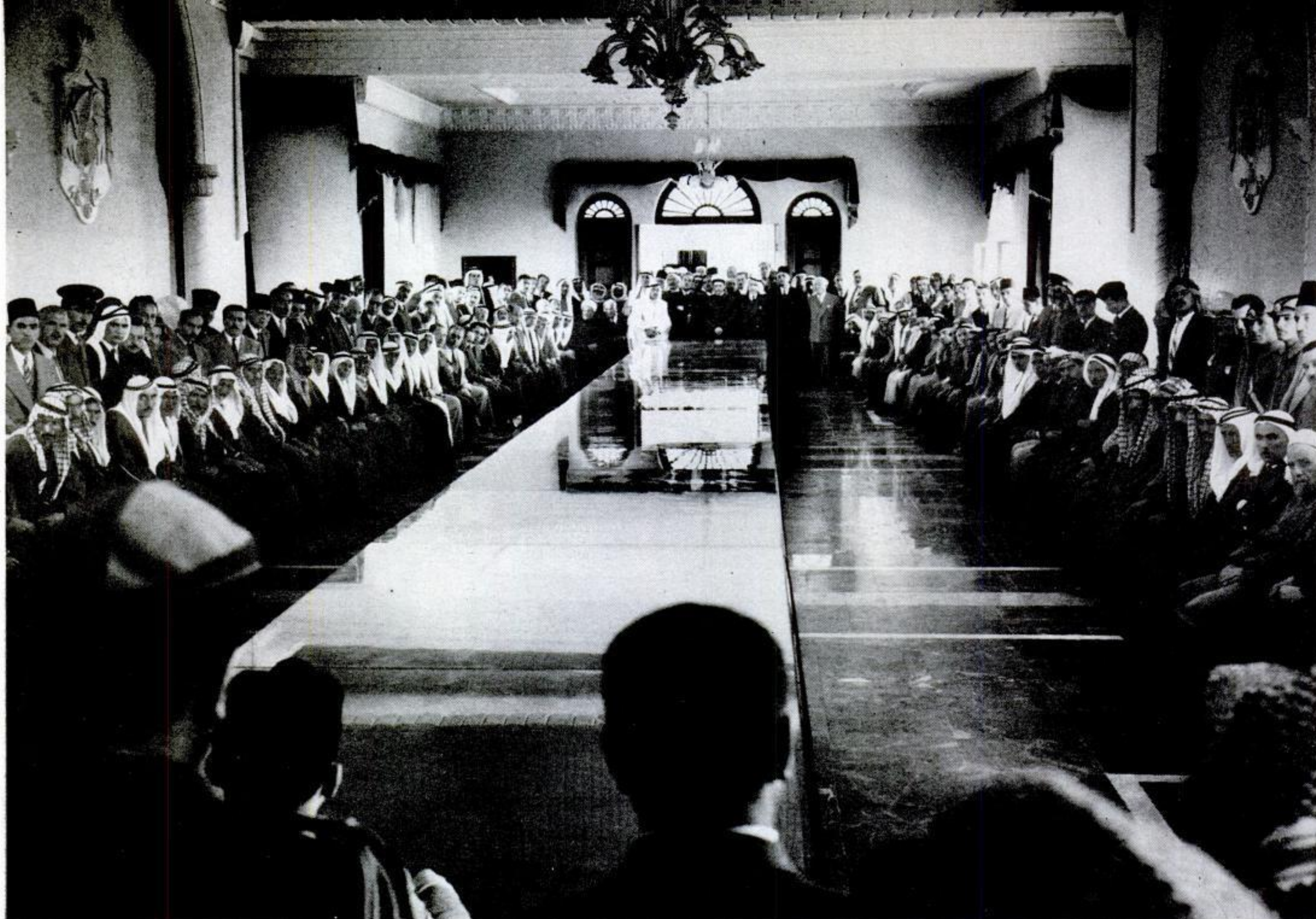
HAULING CONCRETE for department store job is Teamster Frank Gard. "I don't know whether I'm proud of our union now or not," he said of hearings.



SAWING WOOD for store extension, James Bartell, who is brother of one of convicted union leaders, says, "I wouldn't trade places with him now."

THE HEARINGS. "THE UNION BOSSES SHOULD BE THROWN OUT," SAID ONE. "WITHOUT THE UNIONS," SAID ANOTHER, "WE'D BE WORKING FOR PEANUTS"





IN PALACE JORDAN'S LEADERS, INCLUDING ROBED SHEIKS, HEAR HUSSEIN (HEAD IN LEFT FOREGROUND) OFFER CHOICE OF AGREED CABINET OR MARTIAL LAW

KING'S COUP TO STAVE OFF A RED COUP

All the titanic stresses of the East-West struggle for the Middle East came to brief focus last week in the fight waged by a spunky 21-year-old king to keep his throne independent in the face of a pro-Soviet plot inside his own official family. Ranged against Jordan's anti-Communist King Hussein was a coalition led by Premier Suleiman Nabulsi, boss of the desert kingdom's bitterly anti-Western Arab refugees, and a turncoat royal favorite, Chief of Staff Ali Abu Nuwar. On his side Hussein had the robed chieftains of the desert Bedouin tribes.

The crisis began when Nabulsi, intriguing for recognition of Russia and close association with pro-Soviet Syria, demanded that Hussein fire a dozen loyal supporters. Instead Hussein fired Nabulsi. For days Jordan's neighbors and the world watched warily. Syrian troops, representing the anti-Western axis of Egypt-Syria, were already in the country. Anti-Communist Iraq moved up troops to counter them and Red-fearing King Saud offered Hussein support. Uneasy neighboring Israel grimly warned

she would look askance at any Arab effort to grab the little country. From the U.S., whose touring Ambassador James P. Richards was in nearby Yemen hoping for an invitation to explain the Eisenhower doctrine to Hussein, came a warning against any outside aggression.

A showdown came when the king learned that General Nuwar had scared off one prospective premier. A battle erupted in an army camp between pro-king and pro-Nuwar officers. After a nighttime rush to the scene, the king and Nuwar were met by cheering pro-Hussein soldiers and Hussein had to save his disloyal general from an angry loyalist. Next day, with the army seemingly on his side, Hussein ringed his palace with Bedouin troops, sent Abu Nuwar packing (to Syria) and forced the plotters to accept Hussein Khalidi as premier. Hussein had won a round but the fight was not over. Last Saturday the new chief of staff, Major General Ali Hayari, suddenly left for Syria, defecting from Hussein's camp and leaving the West to wonder how long the plucky king could stick it out.



KEY FIGURES in crisis include former Premier Nabulsi (*left*), whom Hussein kept on as foreign minister as concession to extremists; supposedly loyal General Hayari (*above*), who quit two days after Hussein appointed him chief of staff; the new premier, Khalidi, pro-Western moderate whom king named to head cabinet during a cooling-off period.





ACT OF FEALTY brings a Jordan corporal bending low to kiss Hussein's awkwardly outstretched hand while the king's cousin and aide, Sharif Zeid ibn

Shaker (*center*), looks on. These soldiers belong to the all-Bedouin first armored regiment which, fiercely loyal to the king, guarded his palace at height of crisis.



ENDURING A COLD WAIT, stranded Scouts from Compton and Whittier cluster around a campfire on the morning after the blizzard. They had sleeping

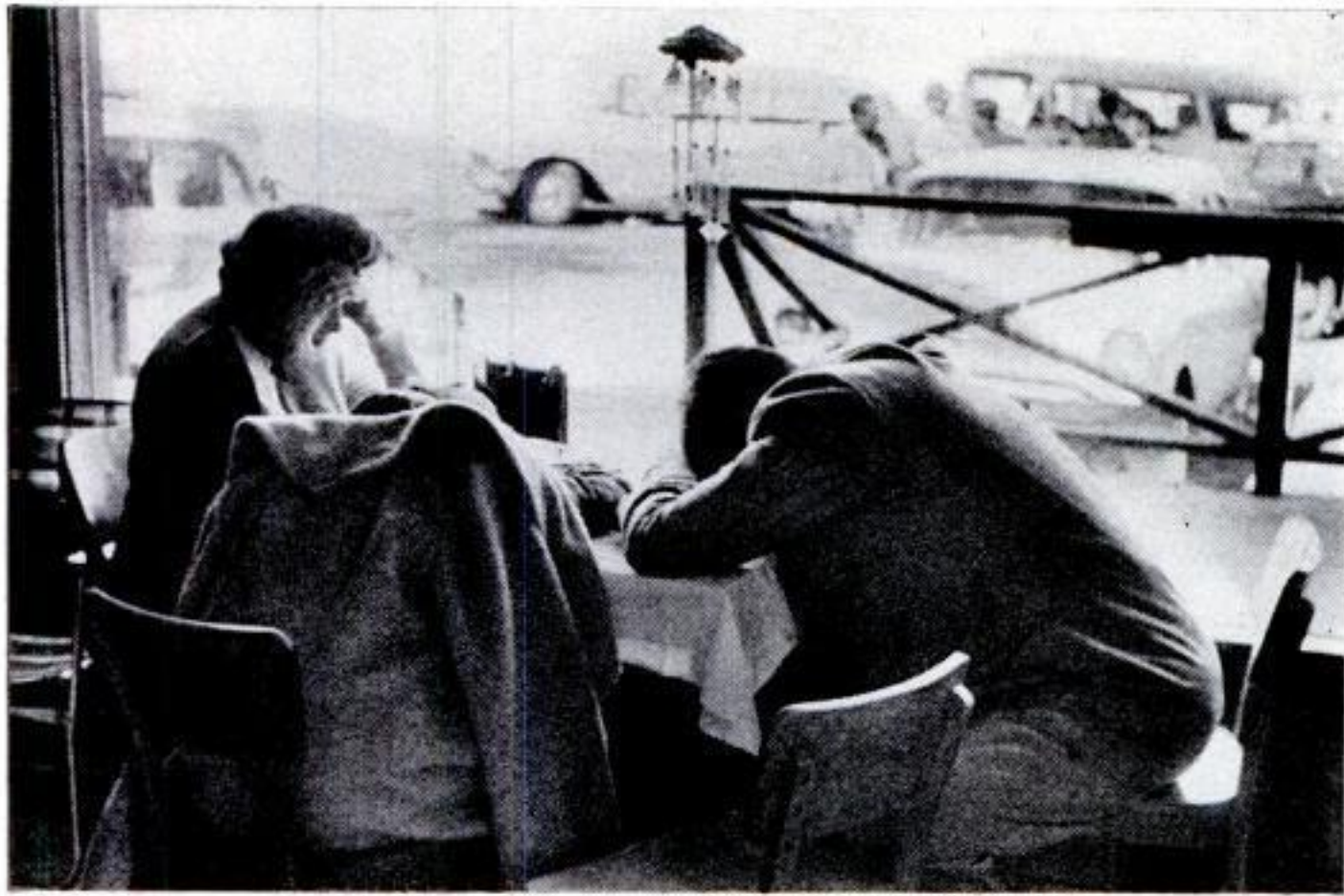
bags, dehydrated food. When storm blocked their way up Mount Baden-Powell, they retreated to this pocket. Picture was made by Scoutmaster Robert Kookan.



LIFT FOR A LEADER gives Scoutmaster James Robinson a breather. Rescuers insisted he ride because, helping the boys earlier, he badly bruised his heels.

LIFT FOR THE BOYS helps Scouts who were suffering the most from cold and fatigue. The walk down the mountain covered 10 steep and slippery miles.





APPREHENSIVE VIGIL after sleepless night finds family of Scout Bill Mochon—mother, father and sister—waiting for word at Fireside Inn at foot of mountain.

SCOUTS' SURVIVAL TEST

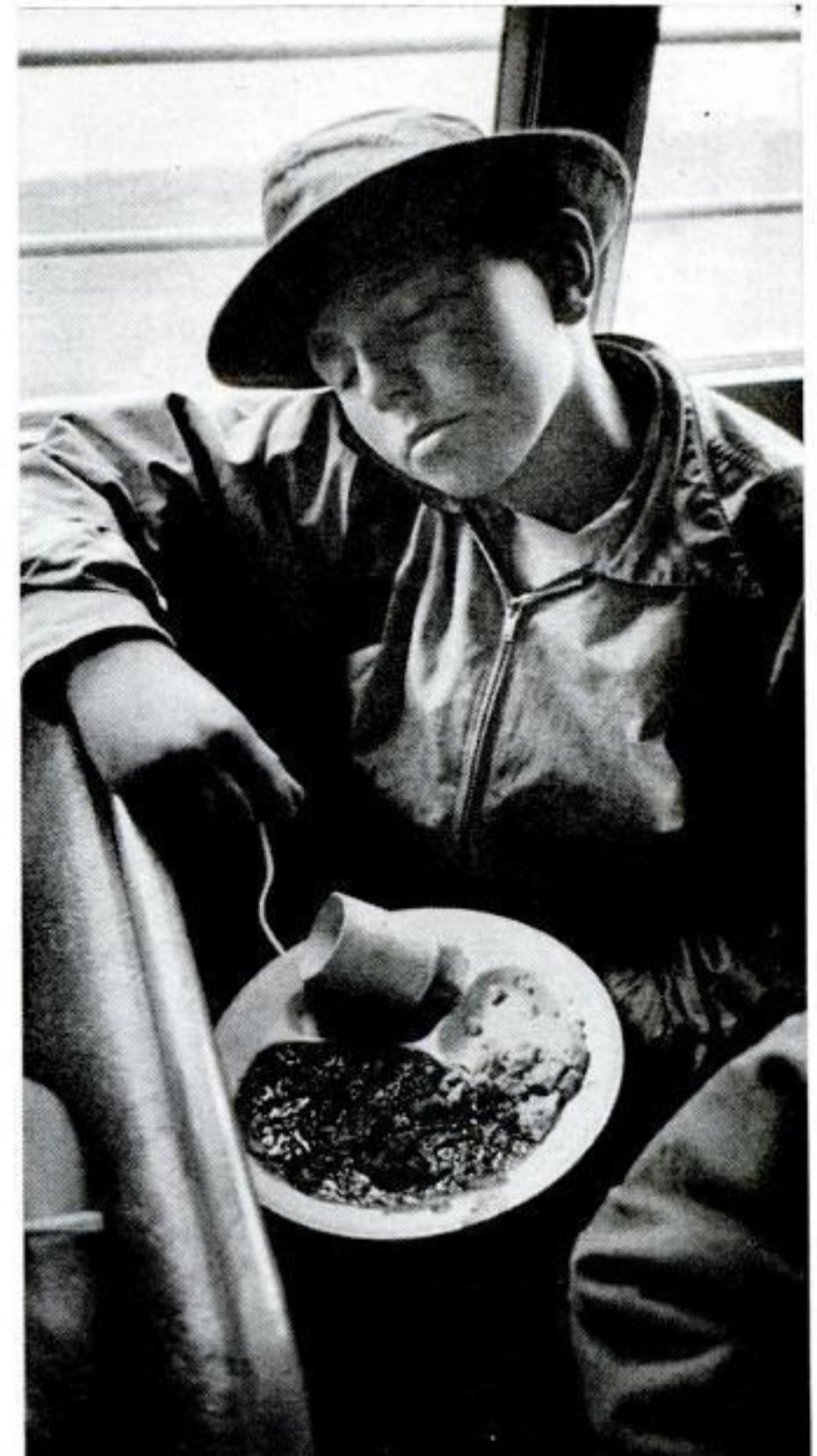
Parents suffer more than their snowbound sons

On a balmy morning some 147 Boy Scouts set out on the annual five-day, 60-mile trek through the San Gabriel mountains near Los Angeles. The first three days produced nothing worse than minor blisters and burnt food. Then, as the boys climbed Mount Baden-Powell, named after the founder of the Scouts, a blizzard blew up, obscuring the trail.

After a grueling day 105 boys beat their way to shelter. But 42 others were stuck at an 8,600-foot level. For two days these boys waited, food nearly gone, before rescuers reached them and they dared start down. Through it all the boys bore up with calm Scout resourcefulness and their ordeal produced only fatigue and one minor case of frostbite. The real drama took place at the foot of the mountain, where parents spent two agonizing days (*above*) before the tearfully happy reunions (*right*).



RELIEVED AND HAPPY, relatives see rescued Scouts start to leave bus at Fireside Inn. Girl crying (*center*) is Carol Mochon, whose brother Bill was on bus.



TOO SPENT TO EAT, George Crabtree lets food slide from lap during bus ride down the mountain.



FREE FROM EXILE after the British released him from the Seychelles in the Indian Ocean, Cyprus'

Archbishop Makarios rides tanker to Madagascar. From there he flew to Kenya, then on to Athens.



LANDING AT ATHENS, Makarios is embraced at the airport by fellow leaders of the Greek Orthodox

Church. Makarios asserted that his return to Athens was similar to "Christ's return to Jerusalem."



IN A TUMULTUOUS TURNOUT FOR THEIR HERO,

RETURN OF AN

In Athens last week an overwhelming ovation greeted the return from exile of Archbishop Makarios (*above*), leader of the Cyprus forces who are fighting to free the island from British rule and to unite it with Greece. Makarios had been released by the British from 13 months detention in the Seychelles Islands with the



50,000 GREEKS HAIL MAKARIOS BENEATH ACROPOLIS (TOP, AT LEFT) IN ATHENS AND HEAR HIM DECLARE THAT "FREEDOM FOR CYPRUS CANNOT BE SUPPRESSED"

EXILED CHURCHMAN TO HIS POLITICAL CRUSADE

proviso that he would not go to Cyprus itself. The British hoped that he would accept a proposal for some Cypriot self-government now, leaving self-determination to be considered later. But almost as soon as he was free, Makarios affirmed the Cypriots' "irrevocable decision to throw off the yoke of slavery." His stand made

him so powerful with the Greeks, who want to acquire Cyprus with its 80% Greek population, that a Greek politician said, "Makarios is now our prime minister without portfolio."

The flamboyant manner of Makarios' return raised fresh apprehensions in Britain. It especially frightened the Turkish minority on

Cyprus, which fears Greek oppression if Britain should leave. It also incensed the Turkish government. Meanwhile on Cyprus itself, the long-standing tension had eased because the terrorist rebels had declared a truce and were waiting to see what Makarios, who was keeping his plans carefully to himself, would do next.

HUNGARY—LEST WE FORGET!

"Budapest is no longer merely the name of a city; henceforth it is a new and shining symbol of man's yearning to be free." So President Eisenhower called it, and so it remains. Budapest is the symbol that freedom, no matter how cruelly slain or deeply buried, will rise again.

But in the languorous air of a belated spring, amid talk of baseball and trout fishing, it is easy to forget almost anything, particularly a painful thing. Few things are more painful to free men than the memory of Budapest, where men who were willing to die for freedom were allowed to go unaided to their doom.

It is painful because their blood watered the tree of our liberties, because we can never fully repay this sacrifice—the martyrdom of a whole nation, a whole people. "If we cannot repay it," we were saying a few months ago, "at least we will never forget." On the hills of Budapest this spring the mass graves are still raw wounds, not yet green with grass. The boots of the conqueror still thud above them, and traitors defile the land the martyrs briefly liberated. Yet the world shows signs of forgetting them already.

Only a few months ago the halls of the U.N. were ringing with the horror and anger of an aroused mankind. With a unanimity seldom achieved on anything before, this organized conscience of the world cried for an end to the infamy, ordered an investigation on the scene, demanded Soviet withdrawal, called for free elections in Hungary. None of this took place. All of it has been ignored. The anger has subsided. Nothing is being planned, nothing is being done.

Many Americans blame the United Nations for this inaction. But Americans will not have the right to blame the

U.N. until they do everything in their own power to help the Hungarians. A few months ago, when a nationwide surge of sympathy went out to the refugees, President Eisenhower responded to it.

He punched enough escape holes in the McCarran-Walter Act's red tape to bring 32,000 Hungarians here by plane and shipload—26,000 of them outside the legal quotas. Authorizing their entry as temporary "parolees," he promised measures to give them regular status later—sure that he spoke the nation's will. So far Congress has failed to fulfill that promise. Moreover, although 38,000 stranded Hungarian refugees are still languishing in Austria and 16,000 more in Yugoslavia, in mounting hopelessness and desperation, the pressure grows in Congress to halt the movement entirely. Thus there is an attempt to sweep the bitter memory of Hungary beneath the rug and to have the U.S. abandon the strongest weapon it has—short of real weapons—to help all those who are willing to fight for liberation: the promise of safe haven.

Here, then, is the immediate job Americans can do: inform their congressmen that these Hungarians must not be abandoned, that we must stop this shabby betrayal of the brave people who dealt Communism a most grievous wound, that our immigration laws must help liberation struggles instead of hindering them. When we have done this, and only then, can we demand that the U.N. do more. Our hands will then be clean to lead the U.N. in the things which ought at least to be attempted—to expel the Kadar delegates for contempt, to bring sanctions against the Soviets, to set up a U.N. police force ready to act in new emergencies.

RUSSIA'S BIG DEPRESSION

Depressions, as Marx laid it down long ago, are the marks of a sick society about to destroy itself. Depressions are those terrible things that happen when people don't get enough to eat or wear, and the exploiting class cuts the workers' pay. These signs are all showing up in the Soviet Union.

As for getting enough to eat and wear, the shortages—even *Pravda* admits—are becoming scandalous. "In the stores of Ulan-Ude," *Pravda* wrote last year, "it is very difficult to find bread, flour, meat, butter, vegetables, sugar, gasoline or footwear. . . . In the drugstores there is a shortage of the most common medicines." Added Soviet *Latvia*: "In Kaunas, which has a glass factory, it is impossible to buy glasses and other glassware." Wrote Soviet *Trade*: "In Irkutsk, one has to stand in line at least half an hour in order to buy a glass of seltzer water or a portion of ice cream." Said the Soviet *Water Transport*: "In the stores of the Tyumen district it is impossible to obtain milk or meat products. There is nothing but vodka and shoe polish."

All this is disturbing enough for the Almost Perfect State. But now comes that sinister thing which good workingmen fear most of all—the pay cut. Nick Khrushchev, boss man of the exploiting class, announced the biggest pay cut in world history, a cool \$26 billion. This money had already been deducted from their wages—for as long as 35 years, in amounts varying from two weeks' to a month's pay each year. But in return they had got Soviet savings bonds, which were supposed to pay 4% and be redeemed after 20 years.

More and more of these bonds have been coming due for redemption in recent years. Now Khrushchev announces that no interest will be paid and that redemption will be "postponed" for 20 years. Millions of those affected will never live

to see the pie-in-the-sky promised for 1978. The question of whether it will ever be paid is irrelevant—like a gambler, a government can only welch once on its debts in order to damage its credit forever. (The ruble fell 30% in the world's gray markets on the news.)

The capitalist world, said Khrushchev, will never be able to understand this sort of deal. Americans won't find it hard to understand. If their boss did it, they would say he was a scoundrel. If it happened to a business, they would say it was bankrupt. If it happened to the U.S. government, the millions of Americans now owning \$57 billion worth of savings bonds would start marching on Washington. They would also start hoarding everything from false teeth to salt.

We don't conclude that Russia is falling apart. One reason it has to cheat the people even more than customarily is because it is boosting its spending on arms and is continuing to favor heavy industry over any breaks for the poor consumer. Consumer goods are already so scarce that had these bonds been paid (a managed state could have paid them by jiggling the currency), the buying power would have chased them even further out of reach.

Plainly, the mess in Moscow is even worse than anybody thought. Khrushchev's other new move, to try to decentralize the top-heavy Communist central bureaucracy, indicates the machinery is beginning to jam—i.e., it doesn't work. Evidently the Soviet, trying at one and the same time to subvert the world while industrializing China and keeping the lid on a satellite volcano, has taken on more than it can handle—which is good news for us but does not mean we can take it easy in doing everything possible to exploit the mounting contradictions of Communism.



3 great ways to have Tender beef and golden noodles!

Ladle this fine and favorite soup—Campbell's Beef Noodle—from a big buffet tureen! It's such an easy, serve-yourself way to enjoy tender beef and pure egg noodles. Another time, help yourself to Beef Noodle Soup kept hot right at the table on a candle warmer. Or build a supper around Beef Noodle on a soup plate. But *any* way you have it—have plenty. Campbell's Beef Noodle—like its famous twin, Chicken Noodle—goes fast!



Soup Centerpiece
Campbell's Beef Noodle Soup—kept hot and good for “seconds” right at the table over its own candle warmer (pretty enough to be a centerpiece!).



Beefed-Up Supper Plate
A bowl of Campbell's Beef Noodle Soup—set on a plate or tray, with favorite sandwiches and fruit for dessert. Great for a late supper; a quickie lunch.



SOUPS SUPPLY BASIC NUTRITIONAL NEEDS: Vitamins, Minerals and Liquids—for general well-being • Proteins—for upkeep and growth • Carbohydrates—for energy

Once a day...every day...SOUP!

This Nygen Tire with 2 Treads



NATIONAL SAFETY COUNCIL MAPS WAR ON ACCIDENTS

Major General George C. Stewart (Ret.), Executive Vice President of the National Safety Council, briefs staff members from all over the United States on the Council's new all-out effort to win the war on accidents. "Traffic accidents constitute a national emergency," says General Stewart. "The National Safety Council is urging public officials to step up the attack on these accidents through education, engineering and enforcement, and is asking citizens to back the attack by driving safely and by supporting public officials. Unless the attack is stepped up, 1957 will produce the highest traffic toll in history."

Makes Driving Safer!

In support of the National Safety Council's Traffic Safety Program...

GENERAL "BACKS THE ATTACK ON TRAFFIC ACCIDENTS" WITH THE MOST ASTONISHING TIRE EVER DESIGNED!

The Dual 90 will probably last as long as you keep your car and will give you a better ride, better stability and astonishingly quick, safe stops.

Tremendous new demands are being made on tires by fast-expressway driving... congested traffic and power brakes.

The need for all the safety you can get is why General designed the Dual 90... the tire with two treads.

Tremendous body strength is the result of General's

exclusive NYGEN Cord... the strongest cord material known and, pound for pound, stronger than steel cables.

The Dual 90's treads are made of General's exclusive HI-DENSITY Rubber, which combines extreme toughness for long mileage with greater softness to apply a "squeegee" grip to the road when brakes are applied.

To appreciate all the advantages of the Dual 90, see it at your General Tire Dealer's.



QUICKER STOPS. When brakes are applied, twin-treads grip and "squeegee" instantly. "Windshield wiper" action-traction goes to work across entire width of both treads.



NO FLATS FROM PUNCTURES. Not merely "puncture-resistant," the Dual 90 permanently seals as it rolls. No repair needed when puncturing object is removed.



GENERAL DUAL 90

AMERICA'S FIRST DUAL-TREAD TIRE



rich as crushed roses

fresh as ripe strawberries

utterly utterly feminine

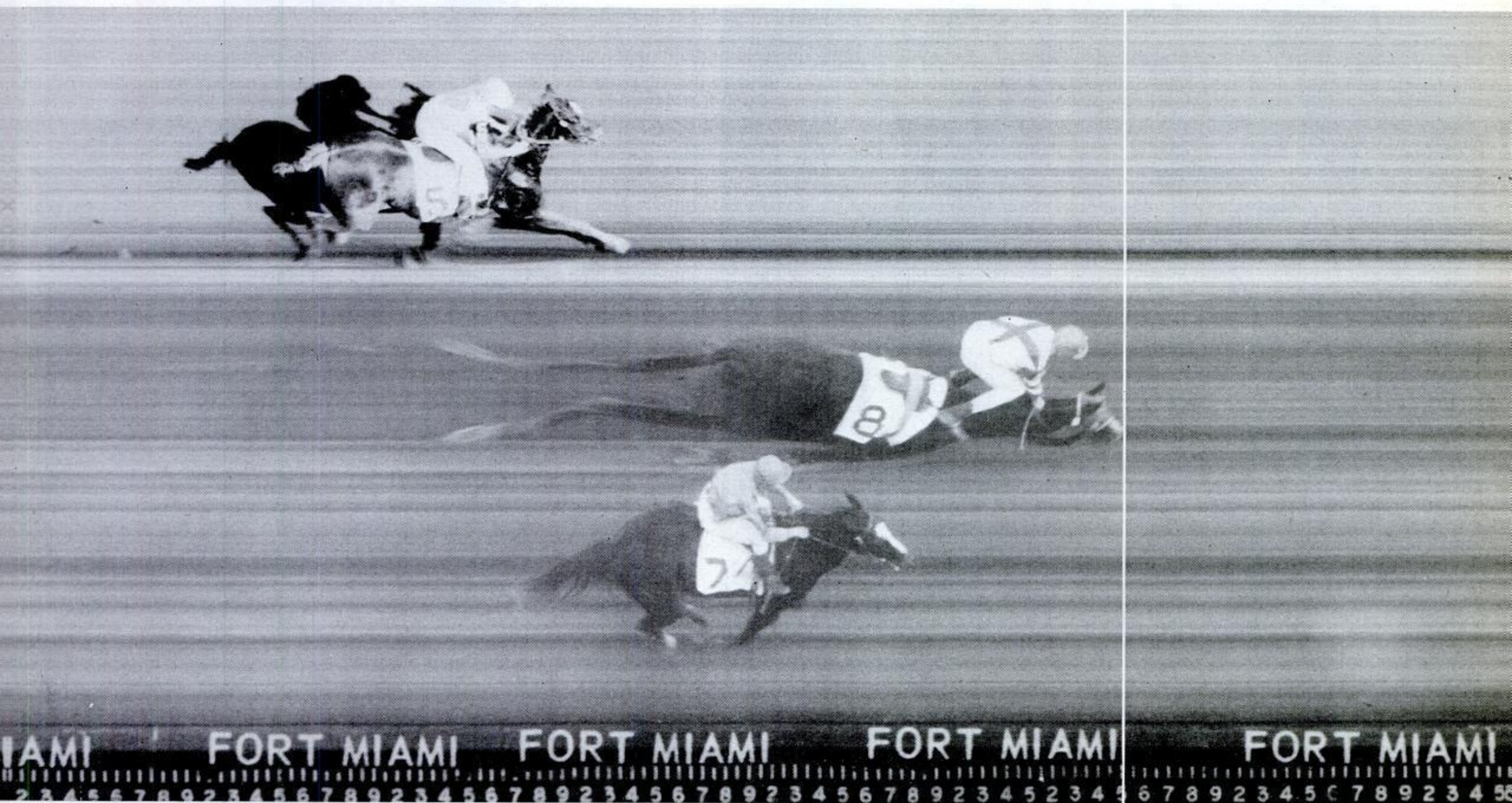


EDWARDIAN ROSE *is the rose that was made for your new gentle look...
the rose that puts wing, ding and zing into the new grays, beiges and blues
you're wearing...the rose that goes on like velvet and stays on like velvet...
all day long because it is Sheer Velvet lipstick by Dorothy Gray.*

This is the rose! Yum! \$1.25.

For beauty the modern way **Dorothy Gray**

A LOOK AT THE WORLD'S WEEK



A DIVING FINISH

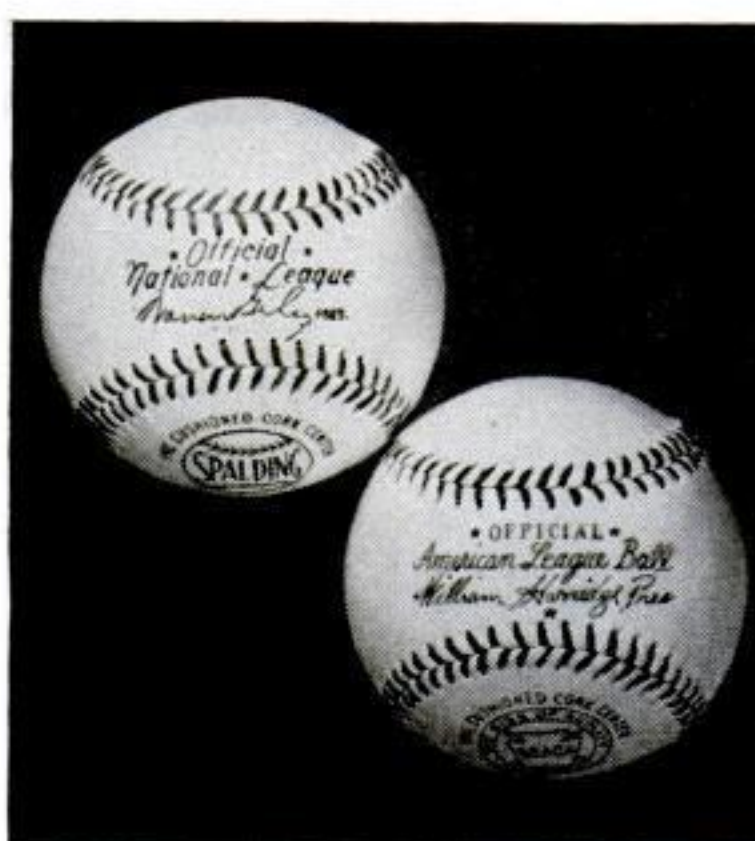
At Fort Miami race track in Maumee, Ohio, the official camera recorded an extraordinary ending to a race. As Dominate, ridden by Jockey Hiram Tackett, approached the finish, he stumbled and fell. Tackett was thrown, uninjured, to the earth. But Dominate's nose had reached the wire and he was judged second in the race. The winner had already rushed past the wire.

AN ENCOURAGING EGG

In the Audubon Park Zoo at New Orleans last year Crip and Josephine, the only pair of whooping cranes in captivity, hatched two chicks. One disappeared and the other died shortly thereafter (LIFE, July 23, 1956). But last week Crip was hovering over another egg his mate had just laid and hopes were revived that the vanishing species might be saved.



CONTINUED



Whatever his baseball need— Spalding fills it better!

This Spalding AL DARK MODEL glove was designed and approved by the famous infielder himself. It's a full-oiled glove, made of fine-quality leather, fully lined and full-welted. Comes already "broken in." Price—\$12.95.

Spalding's famous "Twins of the Majors," the Spalding and the Spalding-made Reach baseballs, are the only balls ever used for Major League play. There's absolutely nothing to equal them on the market. Priced at \$3.25 each.

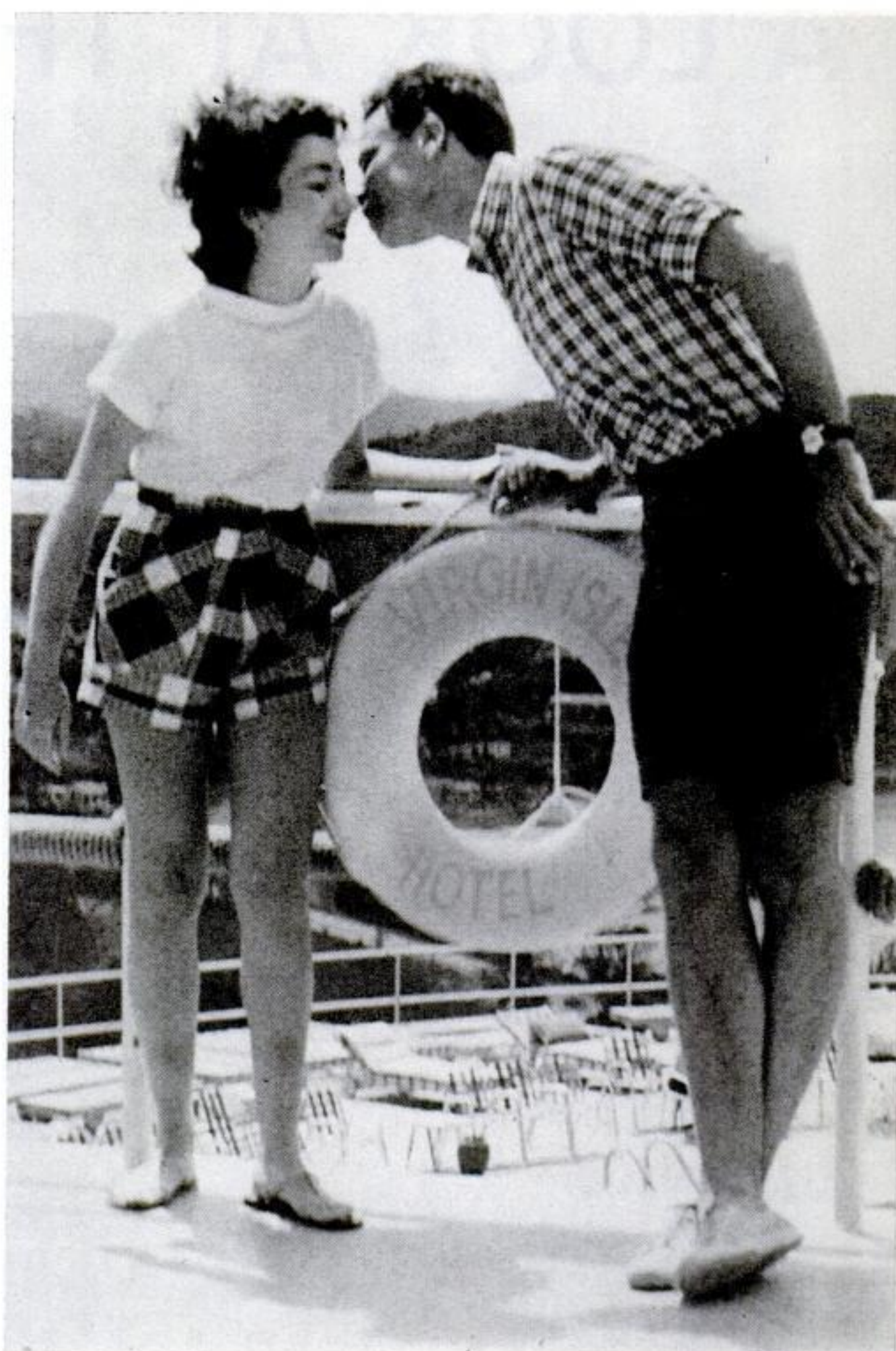
Spalding's PARK baseball shoes are real big-league quality with plenty of wear built in. They feature full-grain leather uppers, Goodyear lock-stitch construction, all-weather flexible full soles, Parkerized steel spikes. Price—\$8.95.

PHIL RIZZUTO, "The Scooter," designed this top-quality glove. Made of top-quality glove leather, it features a full lining, large greased pocket and streamlined fingers. It's a fully welted glove. Comes "broken in" at \$16.95.

From the Majors to the Little Leagues, ball players agree there's nothing to match the quality and value of Spalding equipment. Spalding offers a full line of baseball needs in every price range. Now as always, all Spalding merchandise is unconditionally guaranteed.

SPALDING
sets the pace in sports

WORLD'S WEEK CONTINUED



FAMOUS WINNER AND INSPIRATION

The girl who suggested that Charles Van Doren go on a TV quiz show honeymooned with him last week in the Virgin Islands. Geraldine Ann Bernstein, 23, met Van Doren at a party and later, as he started up the road to fame and a \$129,000 prize, was hired as his secretary. When he gets back, Van Doren will become a \$50,000-a-year consultant to NBC, keeping his \$4,400-a-year Columbia University teaching job.



GOOD SHOWING BY UNKNOWN UNIONIST

Last fall, protesting a \$2 a month dues increase, some United Steelworkers locals nominated Don Rarick, little-known 37-year-old furnace worker from McKeesport, Pa., for presidency. Rarick, here addressing a McKeesport protest meeting early in his campaign, was handicapped by lack of funds. But official returns were a blow to President David McDonald. He won, but Rarick polled a stunning third of the vote.

CONTINUED

New PHILIP MORRIS gives you a natural smoke



Smoke Natural. No filter, no foolin'. It's just good tobacco that tastes *right*. A man couldn't ask for more.



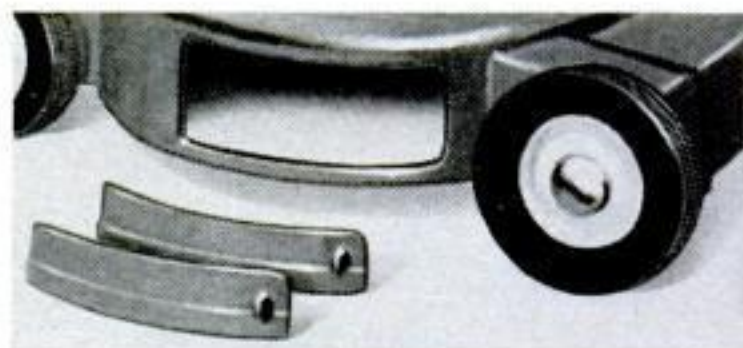
Crushproof Box or Regular Pack

5 reasons why **REO** is better

(And only REO has all 5!)



1. Exclusive Forced Draft Suction System creates a surging up-draft that stands each spear of grass upright for a smoother, more even cut. No raking.



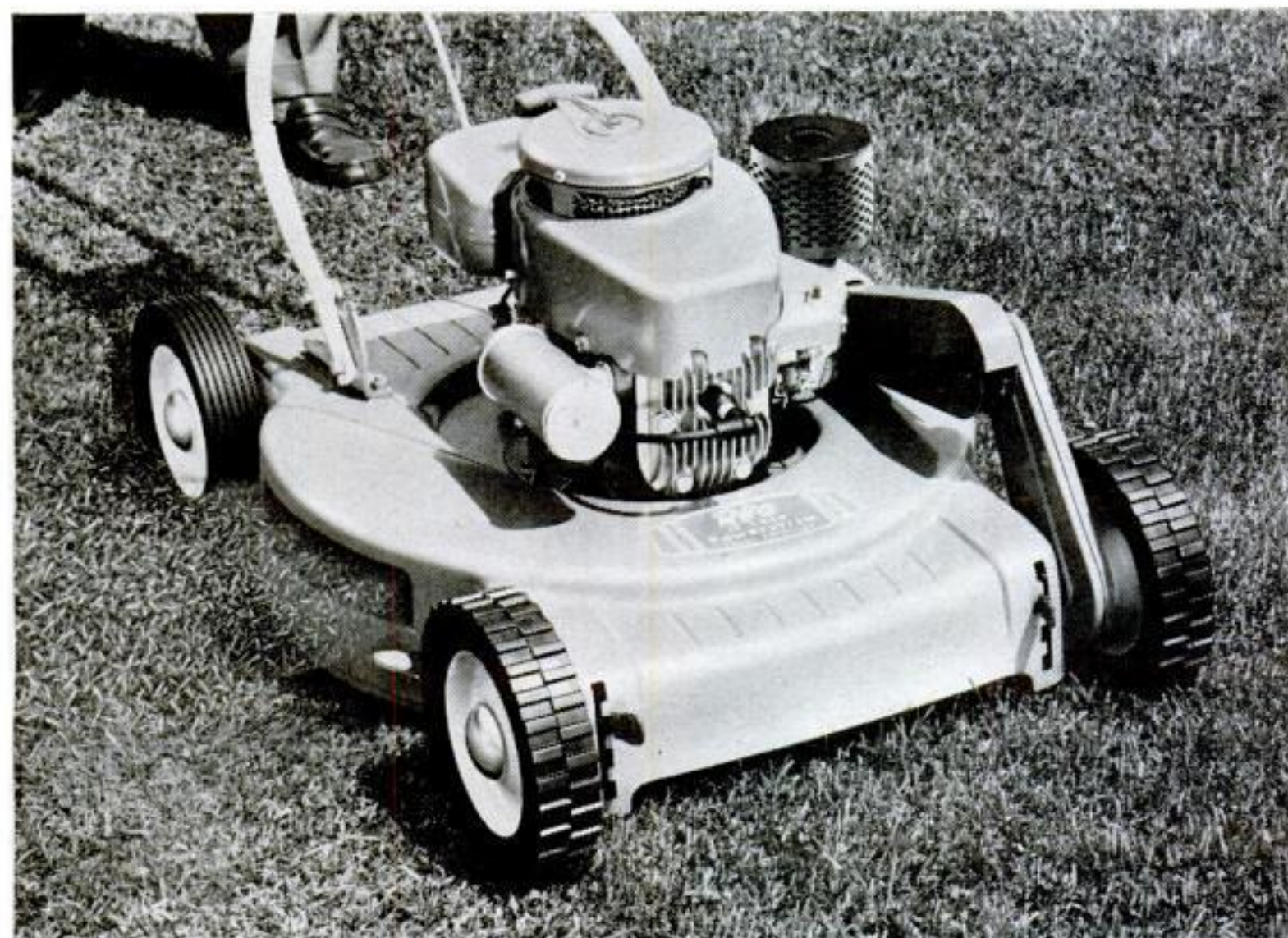
2. Exclusive Triple-Duty Door adjusts three ways to cut high weeds, normal grass or mulch leaves. Fine cut clippings sift into lawn, out of sight.



3. Exclusive Reo Finger-Touch Height Adjustment lets you change cutting height, with the flick of a finger in a few seconds. You do it *without* tools, *without* removing wheels.



4. Exclusive Iron Block Engine is designed and built in Reo's own factory. This engine is made exclusively for mowing. Iron Block outlasts metals used in other engines.



5. Exclusive Reo-Matic Drive! This Reo is self-propelled by exclusive Reo-Matic Front Wheel Drive... the life lubricated chain drive that gives positive power... can't slip.

1957 Reo Power Trim (above) with famous One-Knob Control, two speeds forward, comes in 21 or 18-inch widths. Power Starter and Power Edger are optional.

Lower Priced, De Luxe Hand Propelled Rotaries, have same basic performance features. Your Reo dealer also has a complete line of high quality Reo Reel Type Mowers. See him today!

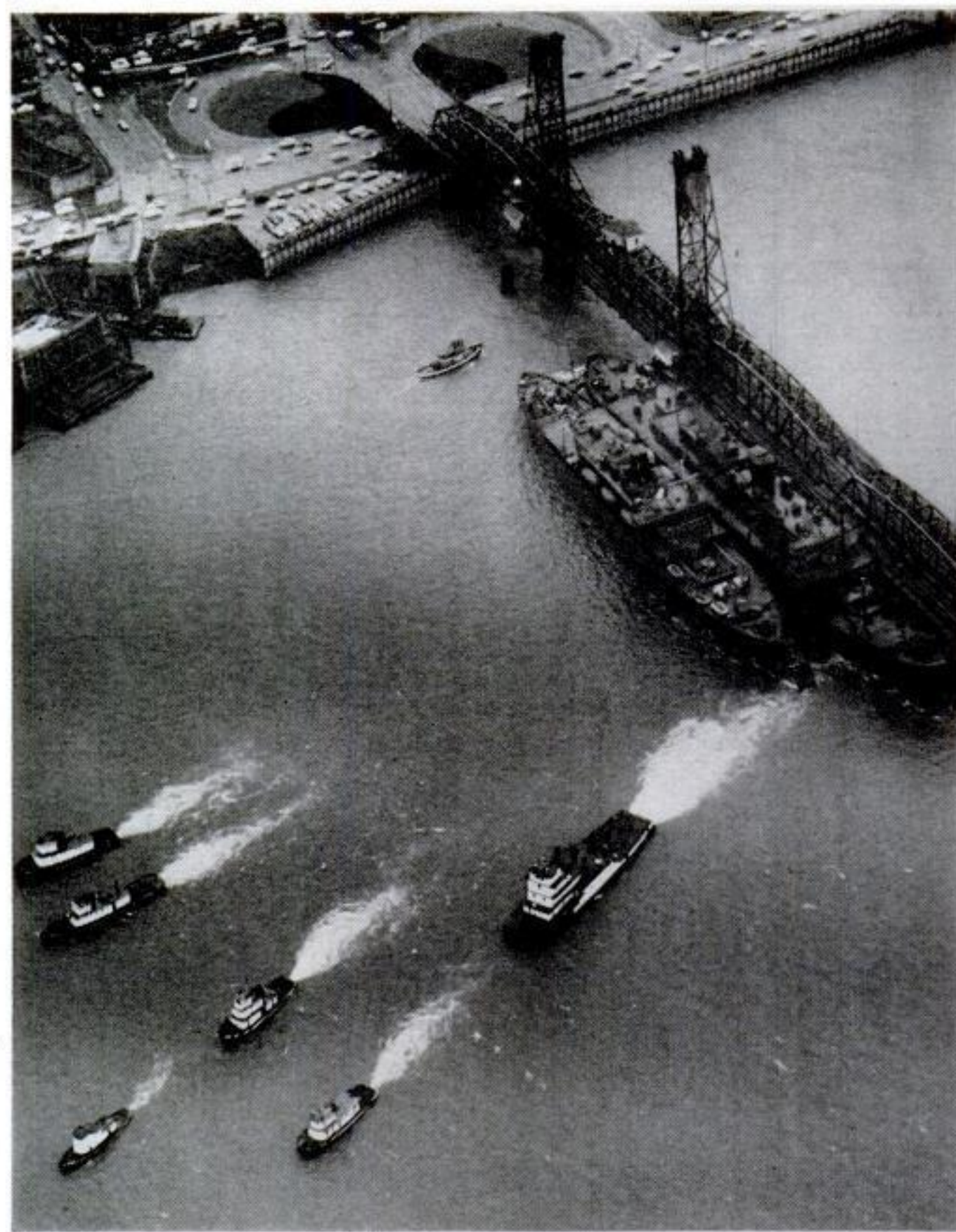
More than a million people
mow with REO

REO

The greatest name in
POWER MOWERS
Sold and Serviced Everywhere

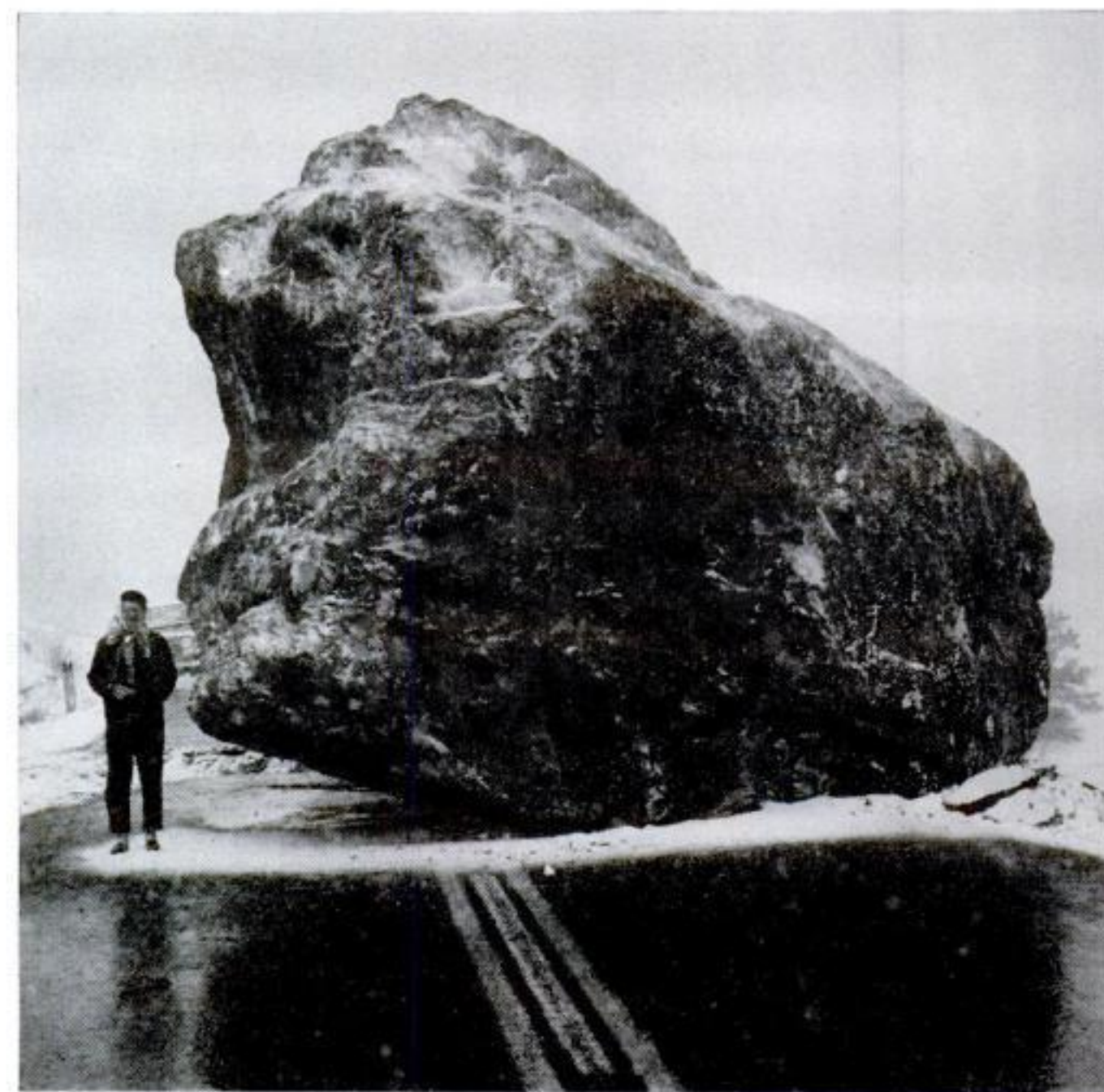
Product of the Motor Wheel Corp., Lansing 3, Mich.
COPYRIGHT 1957 BY MOTOR WHEEL CORP.

WORLD'S WEEK CONTINUED



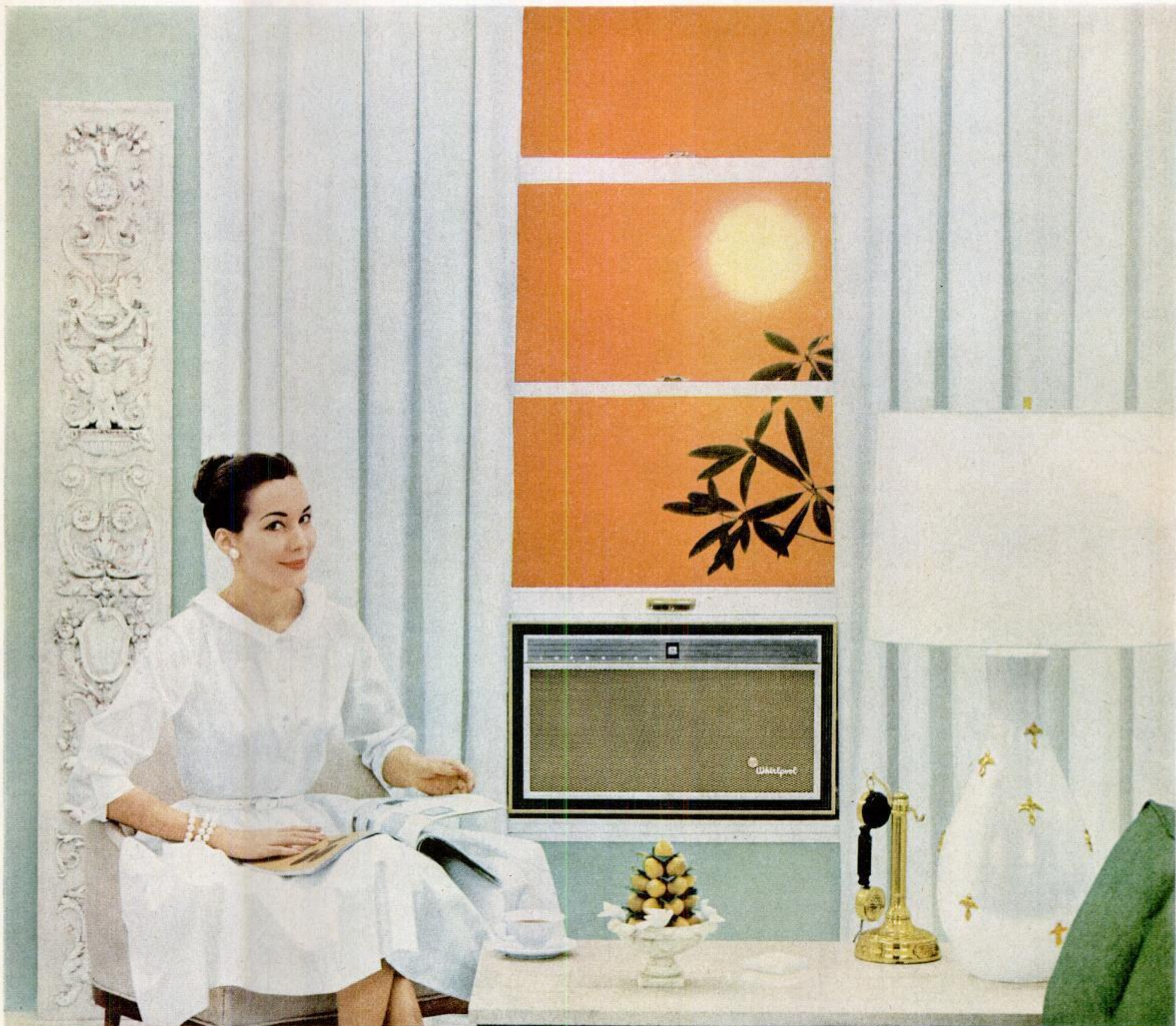
A DILEMMA OF DERELICTS ADRIFT

A pair of deserted transports lashed side by side presented a major problem for a fleet of tugs in the Willamette River at Portland, Ore. In a 60-mph wind the ships, waiting to be scrapped, had broken loose from their moorings. They drifted into the channel and then smashed into the Hawthorne bridge. Straining against the wind and the current, the tugs took all day to pull the derelicts back to the dock.



A BIG BLOCK ON HIGHWAY 145

The spring thaws near Telluride, Colo. presented highway crews with a 600-ton problem—a boulder smack in the middle of Route 145. Loosened from the top of a mountain, it rolled a thousand feet down the mountainside in the middle of the night. Its 20x24-foot bulk blocked the road for almost a day before it was dynamited and bulldozed off the road, leaving a dent that took 15 loads of gravel to fill.



New **RCA WHIRLPOOL** AIR CONDITIONER cleans air electronically—takes one-third less space!

Enjoy draft-free cool air that has been "dry cleaned" to make it *purier, fresher, healthier*! The amazing Electronic Filter in this 1957 RCA WHIRLPOOL is up to *3 times more effective* than mechanical type filters used in ordinary room air conditioners!

It not only cleans more dirt from the air . . . it *electronically* filters out particles as small as 1/25,000th of an inch—dust, smoke, pollen, even air-borne bacteria. The RCA WHIRLPOOL Air Conditioner can help safeguard the comfort and health of your family all year long.

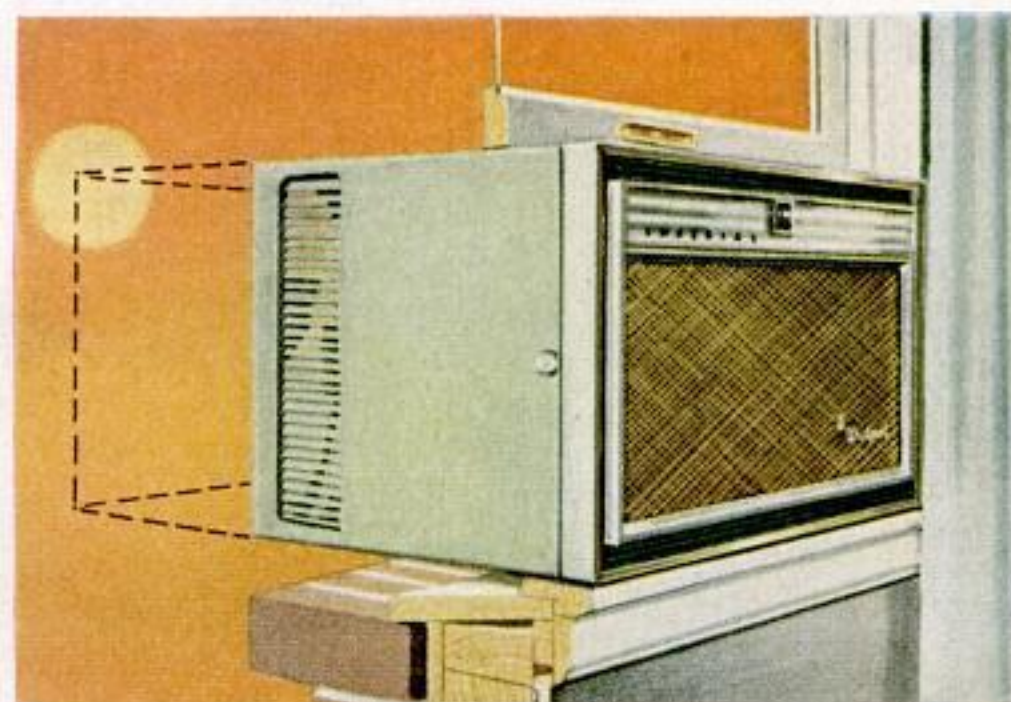
And, *no other air conditioner is more space-saving!* This RCA WHIRLPOOL measures *just 17 inches thin* . . . and fills *less* of the window opening! *Seven* optional mounting positions mean it can be installed *flush* . . .

need not protrude into the room! The beautiful styling of the 1957 RCA WHIRLPOOL fits perfectly in any room.

Before you buy, remember . . . no other room air conditioner *cools* more comfortably, *conditions* air better, is more *compact* than this RCA WHIRLPOOL with the *Electronic Filter*!

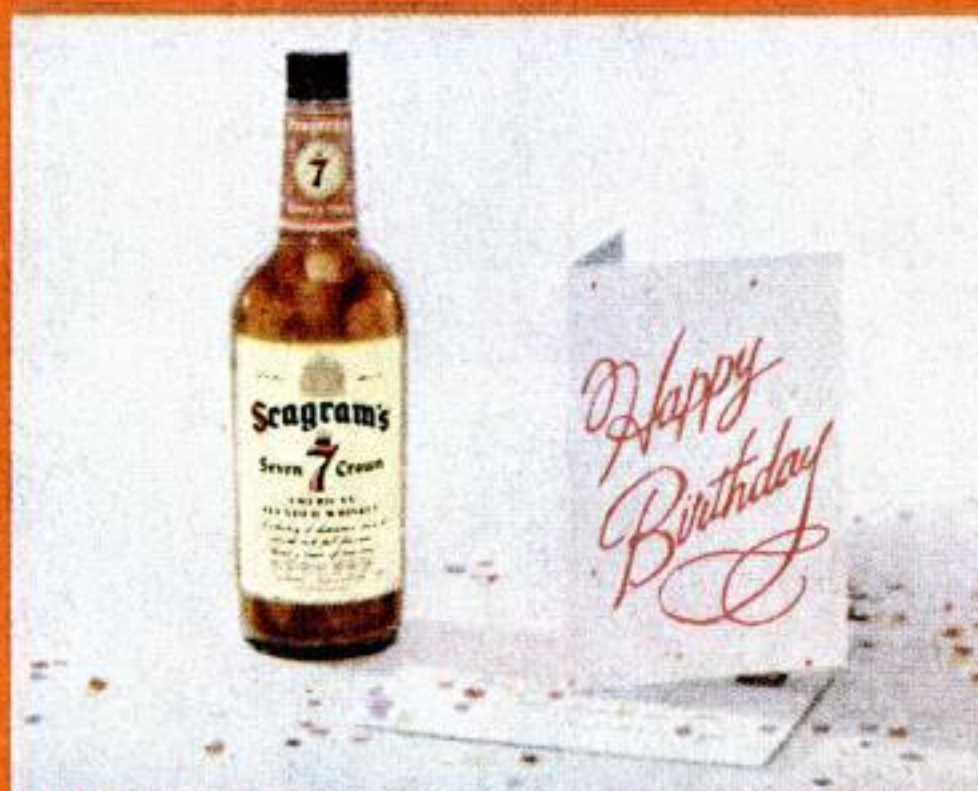


Whirlpool Corporation, St. Joseph, Michigan. (Use of trademarks [®] and RCA authorized by trademark owner, Radio Corporation of America.)



11 INCHES SLIMMER — FITS FLUSH WITH DRAPES

It's correct to give and this



Birthday greetings



Going away present



Thank you gift



Business gift



Gift for the Host



Last minute gift



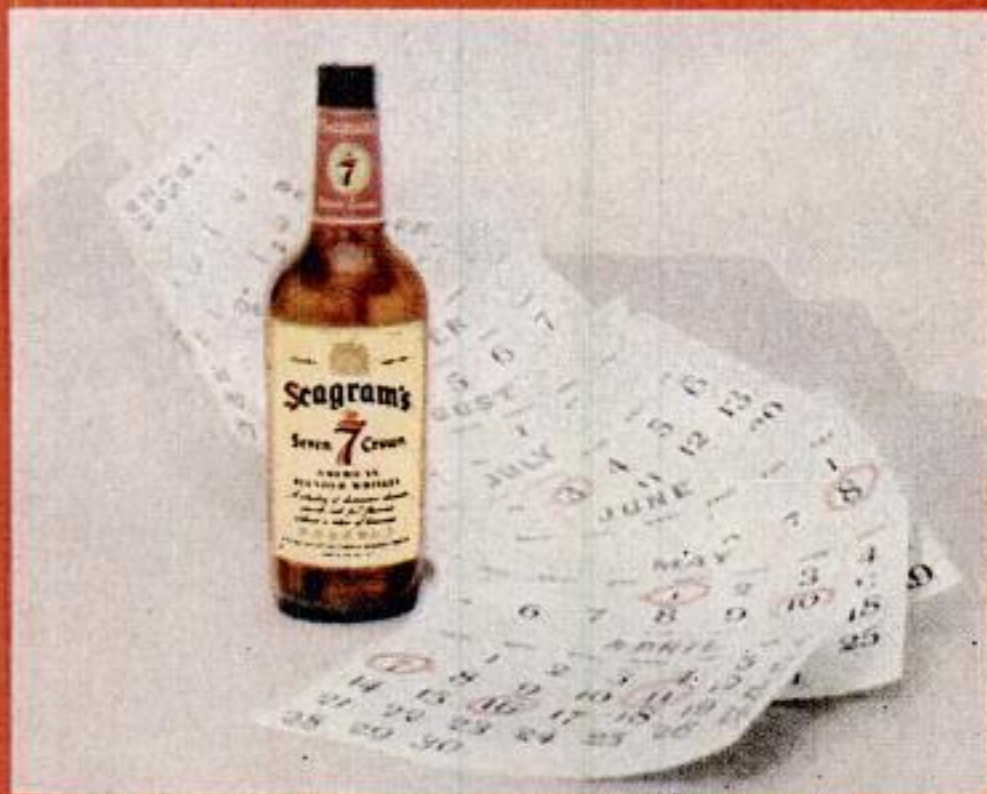
Housewarming gift



100 YEARS OF LEADERSHIP

People of good taste everywhere recognize fine whiskey as a proper gift—correct for almost any occasion. And surely the correct whiskey to give must be Seagram's 7 Crown—the one whiskey more millions choose for themselves than any other brand.

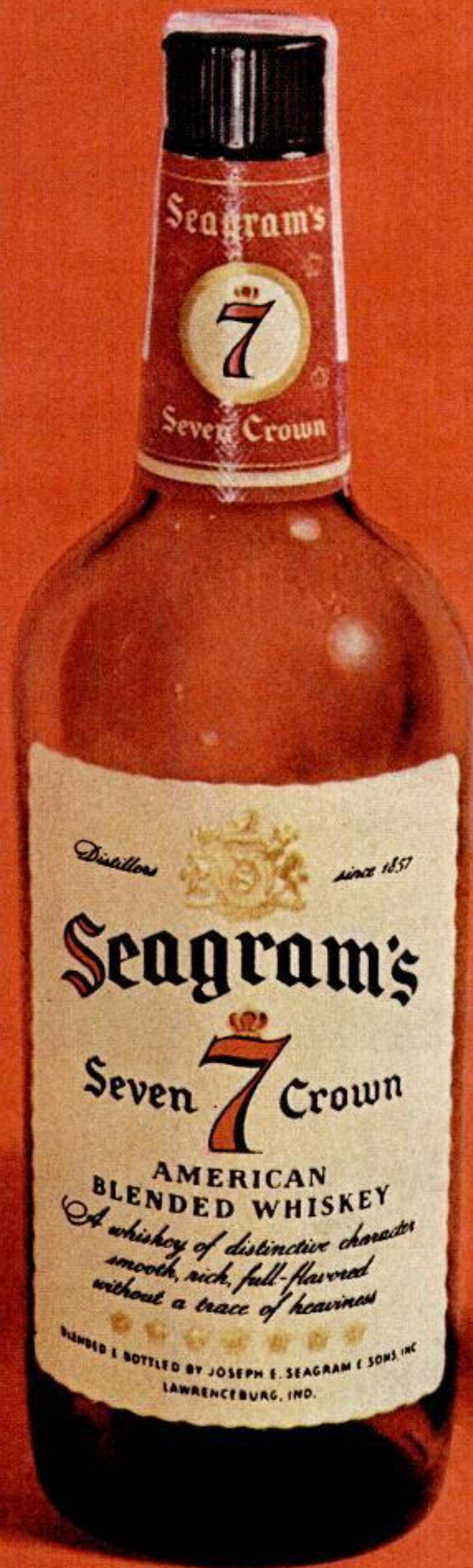
fine whiskey...
is the correct whiskey to give



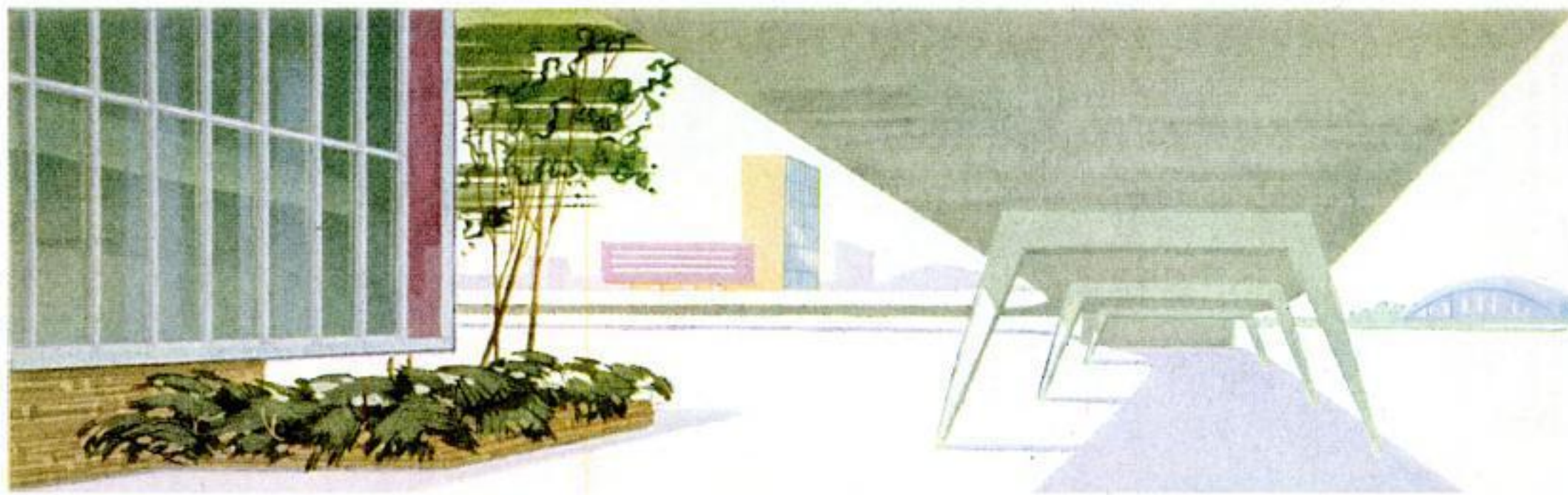
Anniversary gift



Bridge prize



Give **Seagram's** and be **Sure**
OF AMERICAN WHISKEY AT ITS FINEST



New Styleside bodies—standard at no extra cost! Biggest in the half-ton field. New wider body makes side-loading far easier! Available in 6½- and 8-foot sizes.

FORD...America's lowest-priced pickup with cab-wide body*

Here's styling with a purpose! The sides of Ford's new Styleside bodies are built out even with the sides of the cab to give you up to 24% more load-space! Ford's Styleside is the biggest half-tonner built and it's standard at no extra cost!

But low first cost is only the beginning of the savings you get with '57 Ford Trucks. Modern Short Stroke engines, with new higher compression, are designed for low running costs. Rugged new durability features everywhere contribute to longer truck life. And the resale value of Ford Trucks is traditionally high.

For a truck that's modern through and through . . . for a truck that costs you less . . . see your Ford Dealer!

*Based on a comparison of factory-suggested list prices.

NEW Cab—new inboard cab-step, Hi-Dri ventilation! Roomier, stronger!

NEW Super Filter Air Cleaner—Stops 90% of dirt other cleaners miss!

NEW Ride—all-new suspension with new rubber-cushioned springs!

NEW Choice of five half-ton pickups, including the new Ranchero!

NEW Power Advances—New higher compression! Only Ford offers modern Short Stroke V-8 and Six!

NEW Stronger Body—welded, all-steel construction plus husky box-section corner reinforcements!



Popular Flareside body style is also available in 6½- and 8-foot sizes. New clear through: new cab, new chassis, new power advances!

FORD TRUCKS COST LESS ... LESS TO OWN
... LESS TO RUN
... LAST LONGER, TOO!



HUDDLED IN SOMBER CONSULTATION IN BAKERSVILLE COURT, JOE STREET, 25, AND HIS FATHER, DONT, 49, FACE TOGETHER THE TROUBLE THAT HAS COME TO JOE

A TIME OF TROUBLE IN TOE VALLEY

In rural North Carolina a proud, powerful father's fight for his errant son begets fear and violence

When they say in the Toe Valley of North Carolina that blood runs thicker than water, the phrase carries more weight than it does almost anywhere else. This spring, young Joe Street from Buladean has been in real trouble and his father, Dont Street, has been at his side (*above*) ready to protect Joe against all comers. Dont is the Mitchell County tax supervisor, which makes him a powerful man in the valley. A proud—and many say arrogant—man, he has used his power and made enemies. But his kinfolk and friends are almost as numerous as the valley's rhododendrons.

The valley is a softly beautiful dip in the Blue Ridge Mountains along

the Tennessee border. Through it the Toe River and its two branches run toward the Mississippi. Few travelers enjoy the valley's lovely vistas and pure, cool air, for the valley is off the beaten path. This isolation suited the early English settlers fine. They laid a neat patchwork of small farms along the hillsides. The old families married among themselves, preserving to this day one of the purest Anglo-Saxon strains to be found in this country. In the old days, young Joe Street's trouble would have been quickly settled. But two fellows from outside the valley had started a paper and the paper made trouble for Joe—and has shaken the whole valley.



ABOVE THE RIVER, JOHN McCONNELL OF "VIEW" TELLS HIS PART IN CASE. HE SAYS HE WAS ATTACKED BY DONT STREET AFTER PRINTING STORIES ABOUT JOE

EDITOR'S FIGHT; A WOMAN'S SILENT STORY

The trouble began last summer when Joe Street was arrested and charged with attempting to rape a deaf and dumb housewife. A hearing was held before a justice of the peace. The woman had no counsel; Dont Street had three of the valley's best for Joe. The woman was so distraught she could not obey the justice's order to touch Joe and thus identify him as her attacker. The charge was dismissed and the trouble might have ended.

But John McConnell (*above*) and Erling Toness, who in 1955 had founded the weekly

Toe Valley *View*, printed a story and an editorial about the hearing. For their stand McConnell was slugged by Dont Street. But because of the stories, the state solicitor felt obliged to enter the case and Joe was indicted.

This month valley people crowded into the Bakersville courthouse for the trial. In halting sign language (*below*) the woman told her story and this time identified Joe as the man. But a key witness for her became forgetful. The lawyers made their summations (p. 58). Then came the verdict and its violent aftermath.



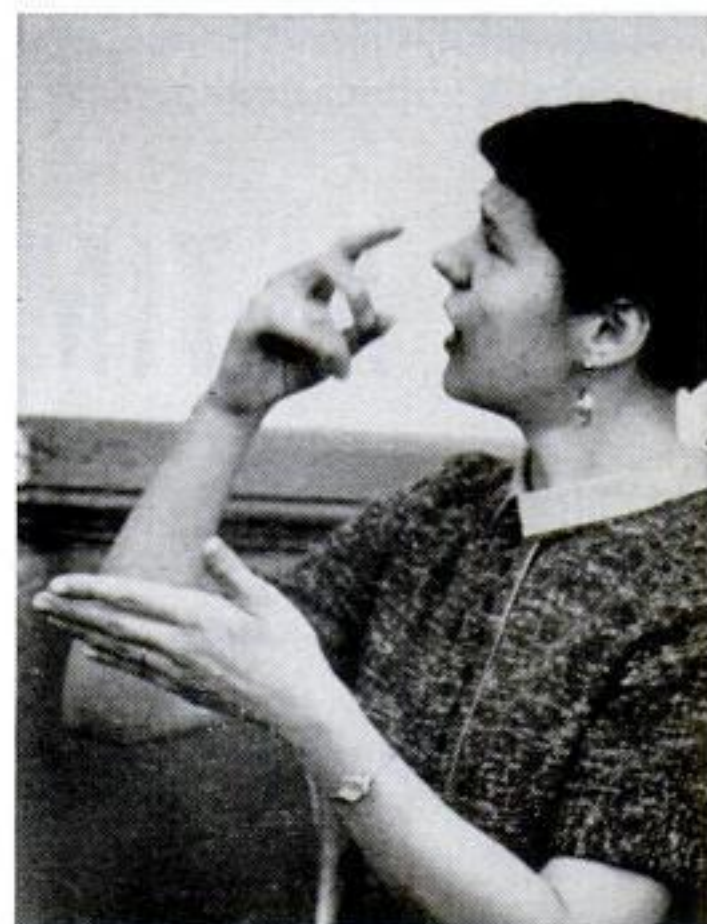
VALLEY COUNTRY straddles three counties. The Streets live at Buladean and trial was at Bakersville.



TELLING HER SILENT STORY in Bakersville court, Mrs. Dan Autrey, 23, deaf and dumb since birth, uses hand language to describe her experience through an



interpreter to the jury. She testified that Joe had forced his way into the house but had fled when she fought him off. At the end of her recitation, she wept.



CONTINUED

**MILDNESS
MAKES
THE
DIFFERENCE**



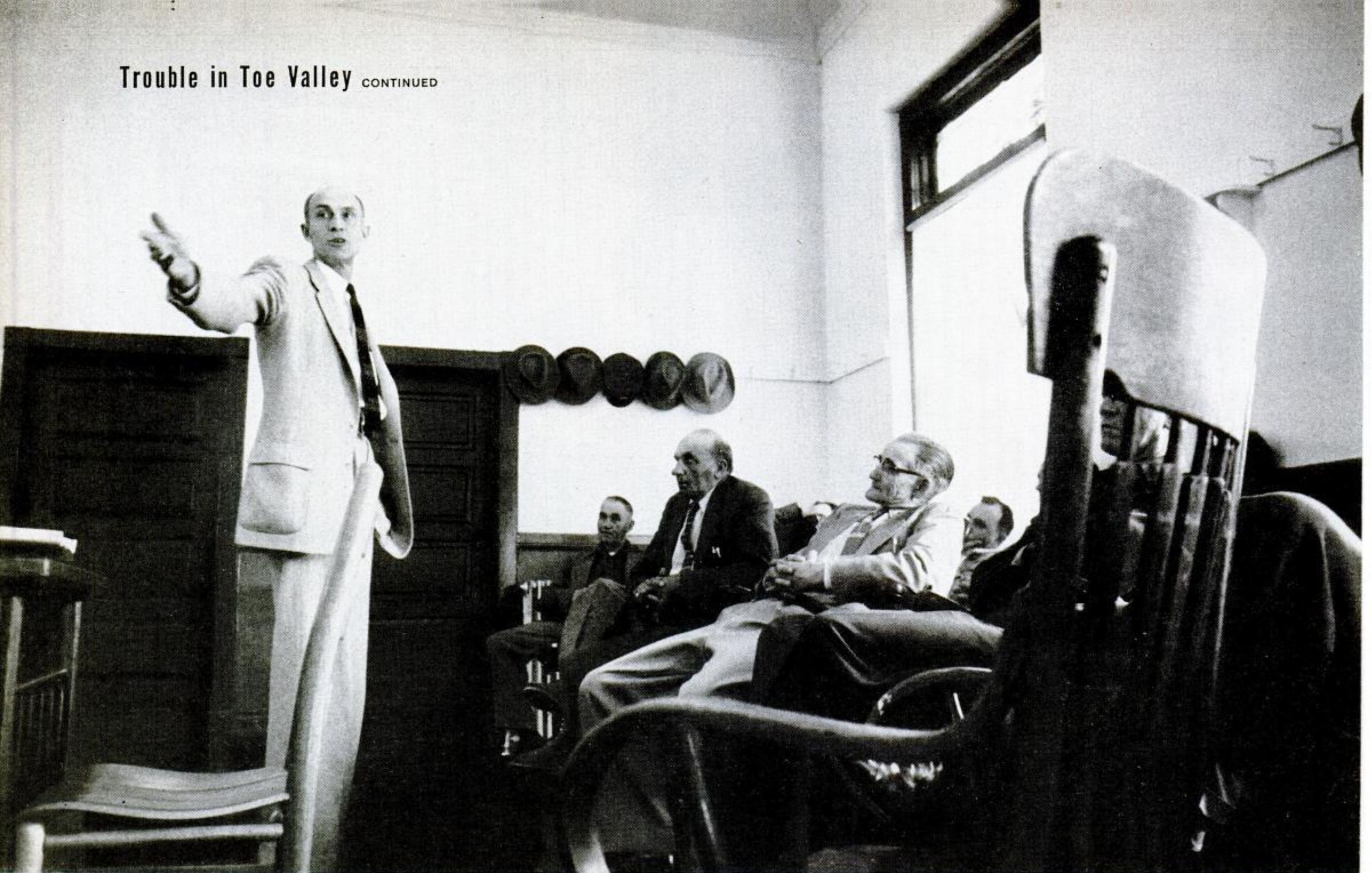
It makes sense to smoke a *mild* cigarette. And Tareyton's special mildness makes a *wonderful difference in your smoking!* You get the clean, fresh taste of truly *fine* tobaccos—a filter that really *filters*—*more enjoyment*, pack after pack. Try Tareytons—you'll see. Popular filter price everywhere.

filter tip **TAREYTON**

BY THE MAKERS OF HERBERT TAREYTON—FAMOUS FOR QUALITY, DELIGHTFULLY MILD, TIPPED, FULL KING SIZE.

product of *The American Tobacco Company*—America's leading manufacturer of cigarettes. (©A. T. Co.)

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SUMMING UP FOR THE PROSECUTION. State Solicitor J. Allie Hayes stands before the jury, gesturing toward the spectators. Hayes's office is elective and he

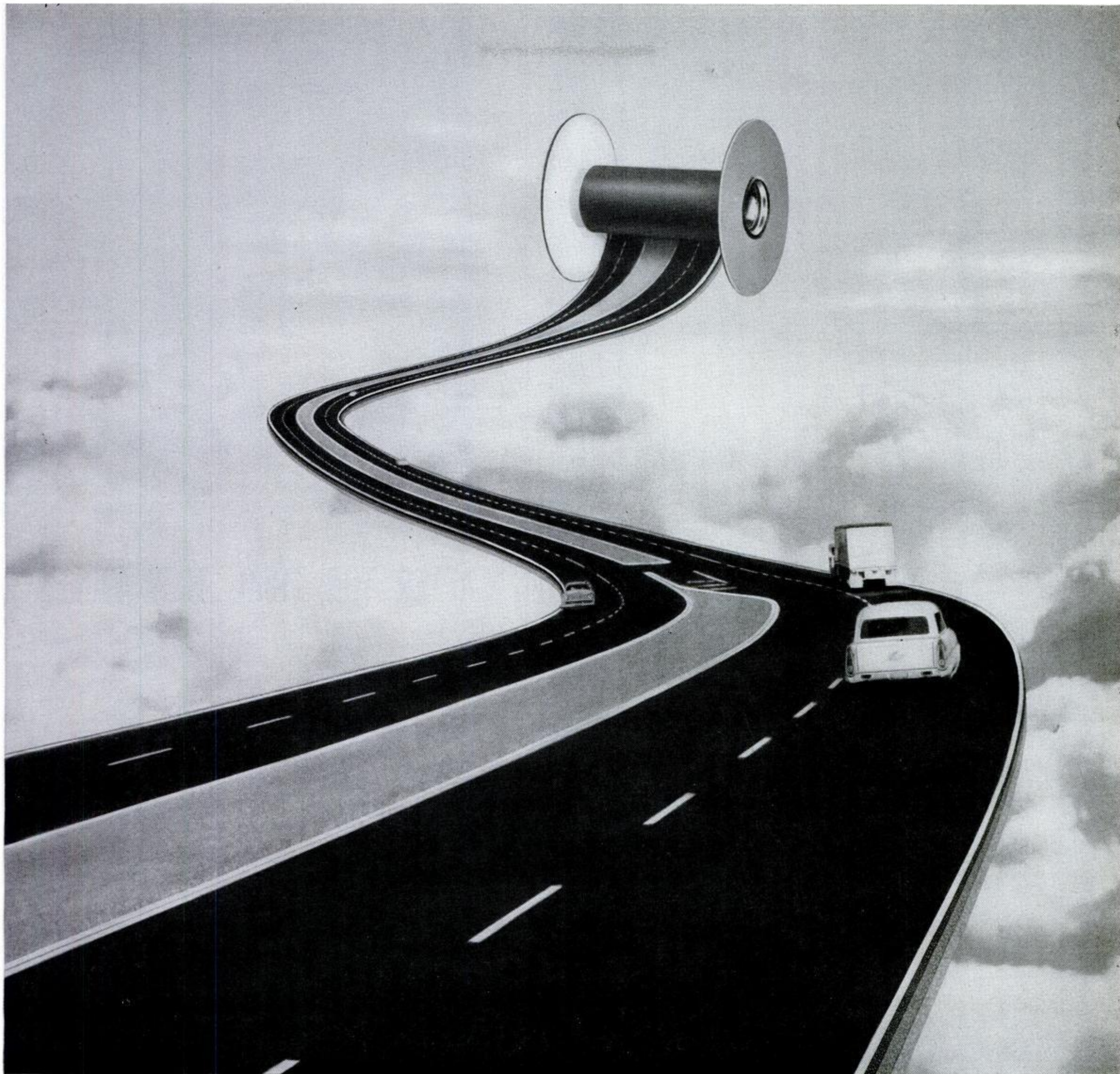
began his summation by explaining why he brought the case to trial. He didn't want to see anybody go to jail, he told the courtroom, but he had his job to do.



SUMMING UP FOR THE DEFENSE. Joe's chief counsel, W. E. Anglin, says, "If all that they say happened at that hour, the sun would have stood still." He

said, quoting earlier testimony, that Mrs. Autrey had had a "conniptious fit" and thus her story was unreliable. Jury took only 19 minutes to find Joe not guilty.

CONTINUED



You ride relaxed on ribbons of velvet smoothness

...when you drive on modern ASPHALT highways

Take the thump . . . thump . . . thump . . . out of driving, and where are you?

On a modern Asphalt highway. Where else?

On these continuous ribbons of velvet smoothness, you drive in quiet, thumpless comfort.

You see lane markings easier day or night.

Fair weather or foul, modern Asphalt highways give you good, safe traction. They also help keep your taxes down. For durable Asphalt roads cost 20 to 50 percent less to build—and no more to maintain. See why. Write for new booklet, “. . . From the Ground Up.”

If you could see beneath the surface . . .

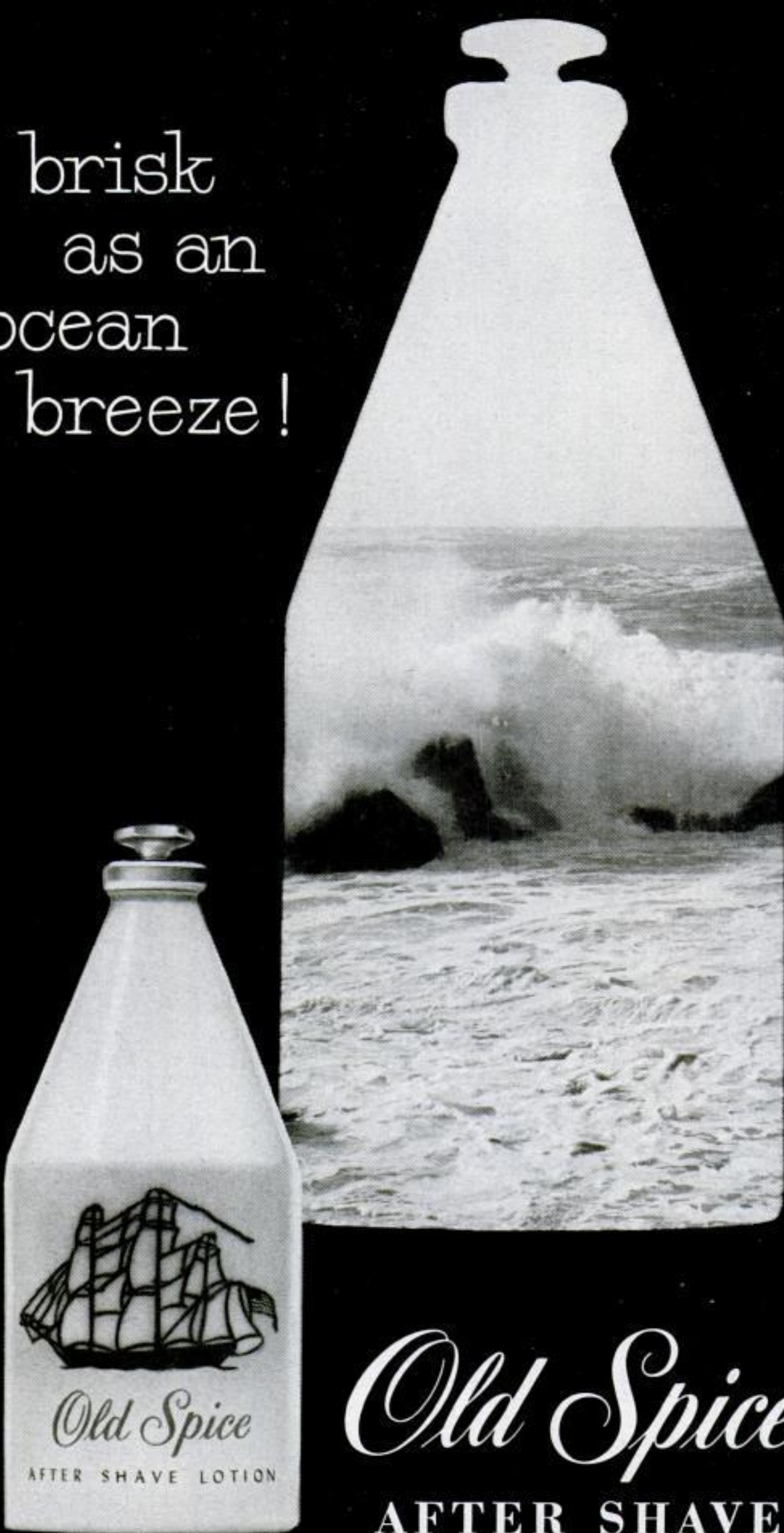


of modern Asphalt highways . . . see the strength in depth of these ribbons of velvet smoothness . . . you'd understand why Asphalt construction gives you more for your money. *More comfort, more ruggedness, more economy!*

THE ASPHALT INSTITUTE, Asphalt Institute Building, College Park, Maryland



brisk
as an
ocean
breeze!



Old Spice
AFTER SHAVE
LOTION

1.00
Plus tax

It's a pleasure to get to know Old Spice After Shave Lotion. Each time you shave you can look forward to something special: the Old Spice scent—brisk, crisp, fresh as all outdoors...the tang of that vigorous astringent—banishes shave-soap film, heals tiny razor nicks. Splash on Old Spice—and start the day refreshed!

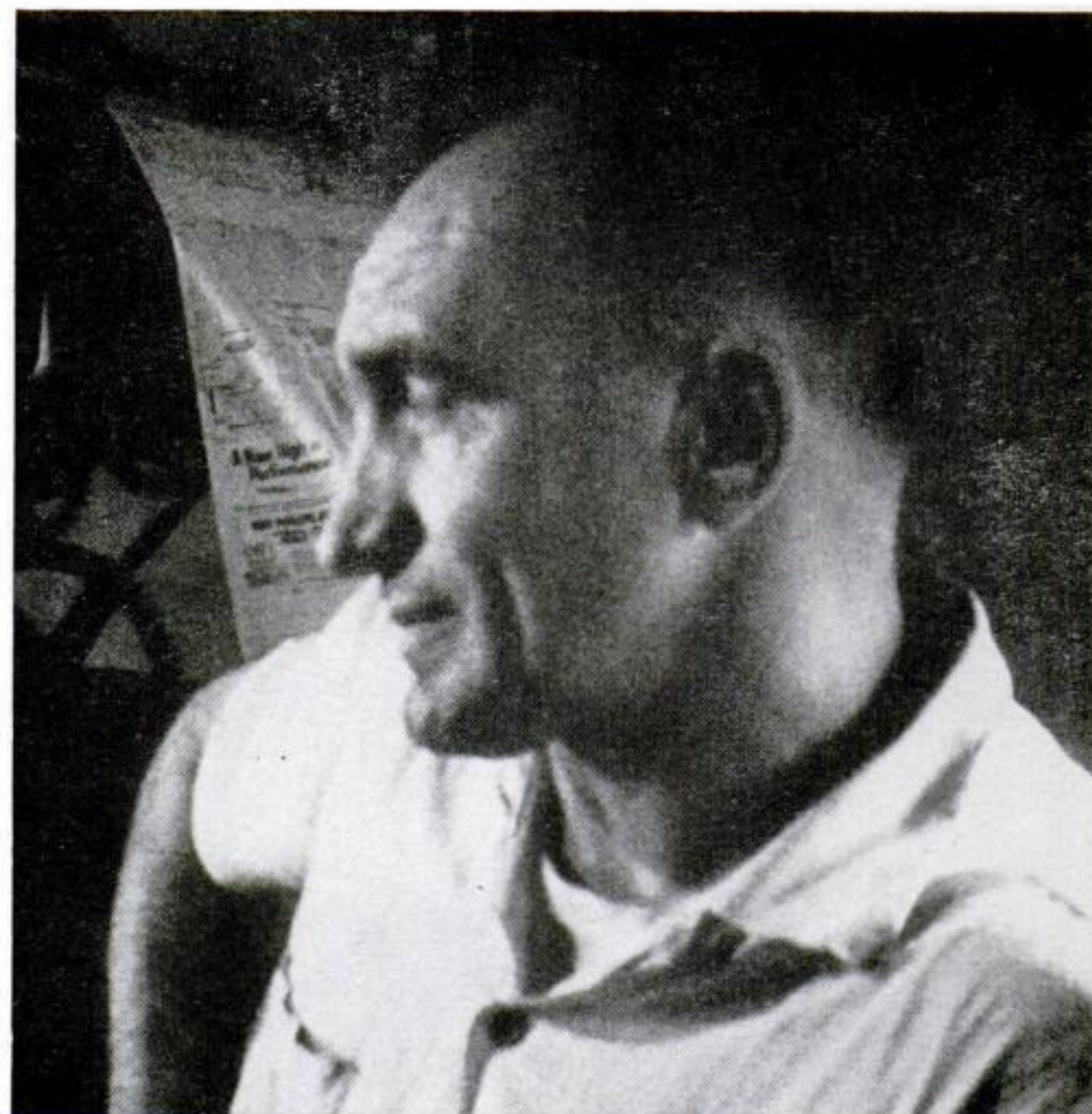


Make your next shave **OLD SPICE**
SMOOTH SHAVE in the pressurized container. Rich, creamy
lather—stands alone in quality. 1.00

Add Spice to Your Life... Old Spice For Men

SHULTON New York • Toronto

Trouble in Toe Valley CONTINUED

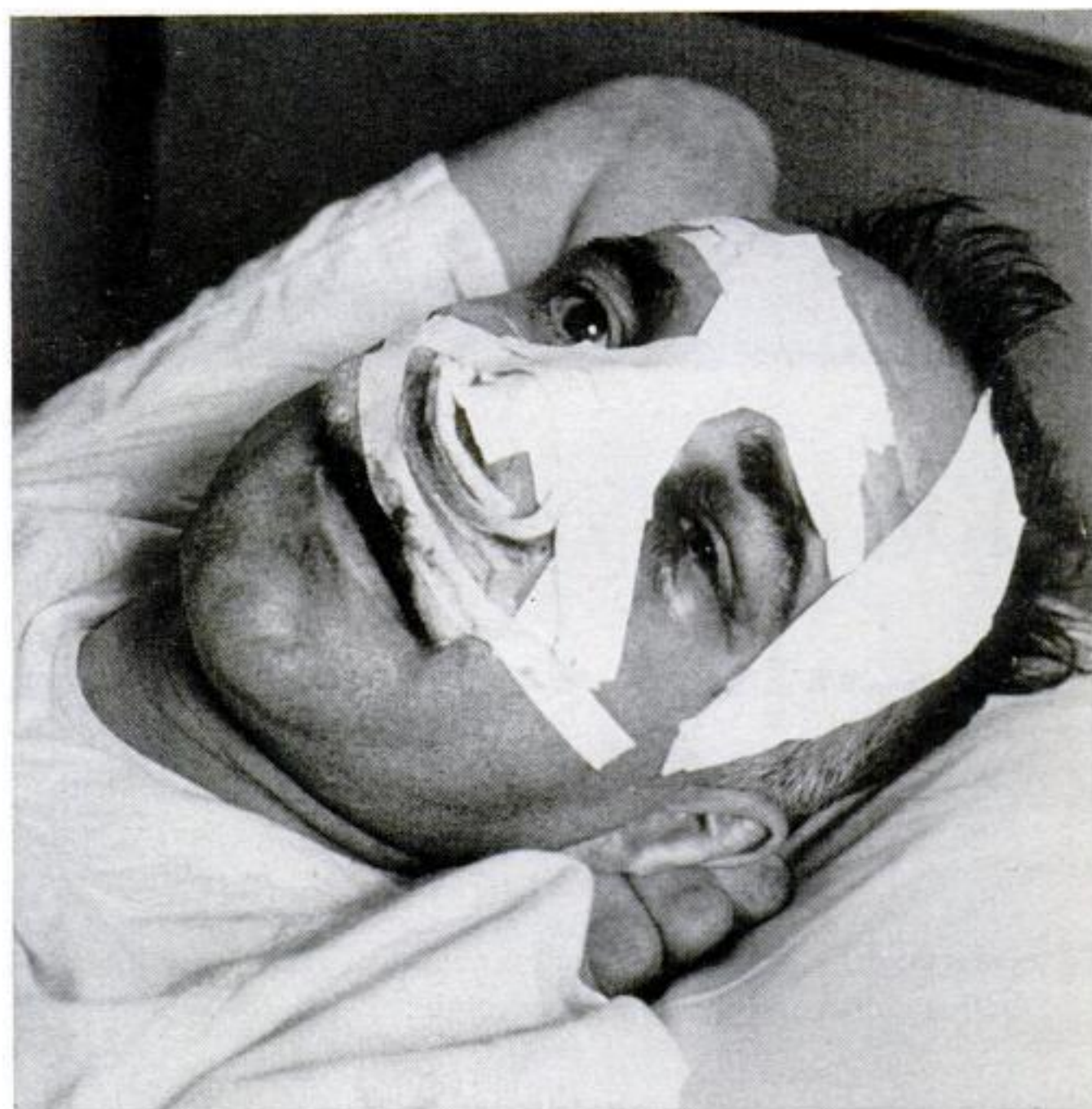


SCAR OF BATTLE, a dent shows near Mike Malshuk's temple where he said Dont Street hit him with hammer. Mike swore out warrant, did not press case.

AFTER THE TRIAL, NEW VIOLENCE

In the weeks before the trial, Dont Street had hurled threats and abuse at the *Toe Valley View* for its stories. He had slugged John McConnell. Another time co-publisher Erling Toness, motoring in the mountains, had been all but forced off the road by other cars driven, Toness feels sure, by Street supporters. But it was the *View's* linotypist, Mike Malshuk, who suffered the most. He charged that Dont Street had slugged him with a claw hammer.

Then, just five hours after the trial, McConnell and Malshuk met Joe and Dont Street in nearby Johnson City, Tenn. Malshuk says that Joe hit him with a flashlight and brutally kicked him. Tennessee police swore out a warrant for Joe, charging assault with intent to kill, and there were signs that even his proud father had had enough. Dont has since asked McConnell that the past be wiped out, and McConnell has agreed. But nearly a week after the beating, Joe had not been found.



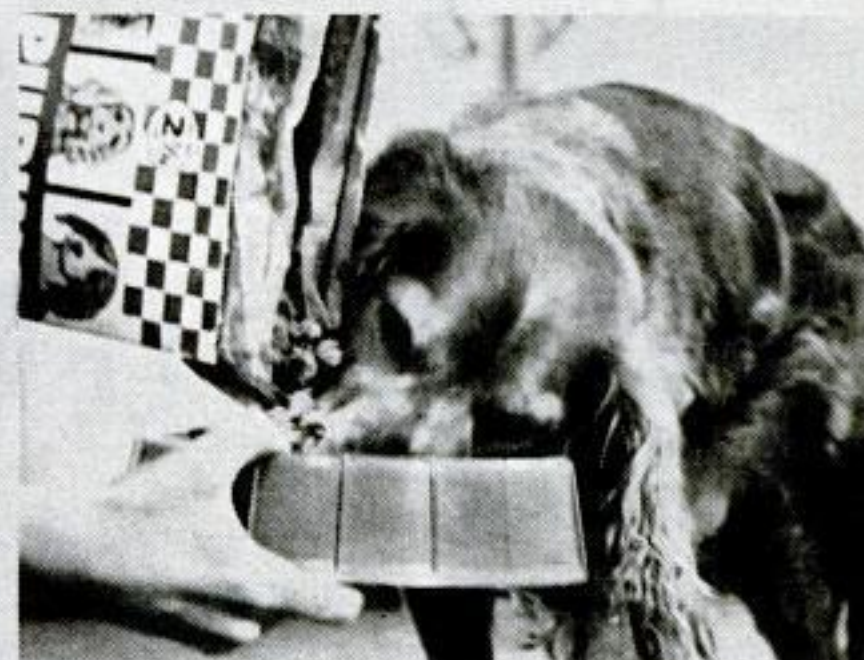
SLUGGED AGAIN, Malshuk lies in Johnson City, Tenn. hospital, nose and cheekbone broken, head lacerated by the beating he said Joe Street gave him.

New dog food discovery makes dogs eager eaters

A full course dog dinner complete with real meat meal. Just moisten and serve!

NEW FORM! New Purina Dog Chow looks entirely different from any other dog food. Won't mush down in bowl—stays firm and appetizing. Dogs love it, bowl after bowl!

NEW TASTE! New Purina Dog Chow is irresistible with that deep-down satisfying flavor of *real* meat meal. Get a package today—at grocers' and Purina feed stores.

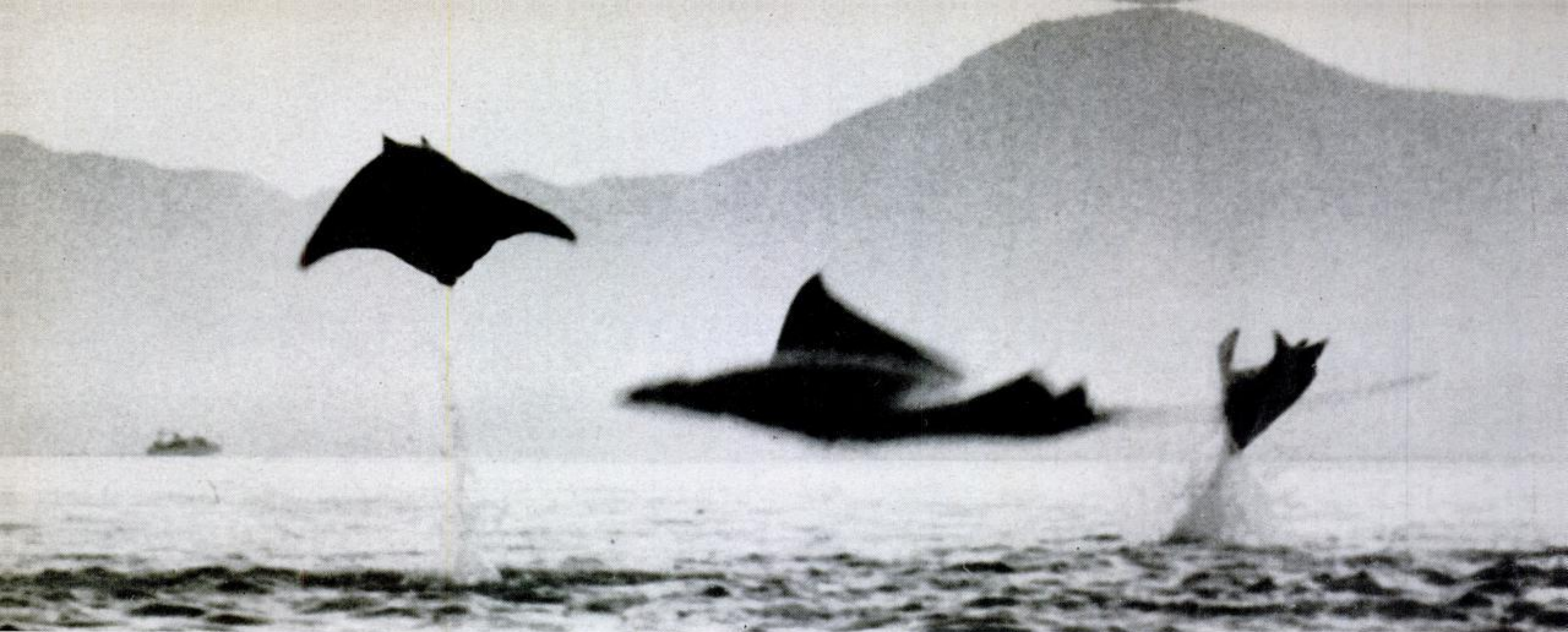


New Purina Dog Chow

A PRODUCT YOU CAN TRUST FROM THE WORLD'S LARGEST MAKERS OF ANIMAL FOODS



See
BIG STORY!
Friday—
9:30 P. M., EST
NBC TV



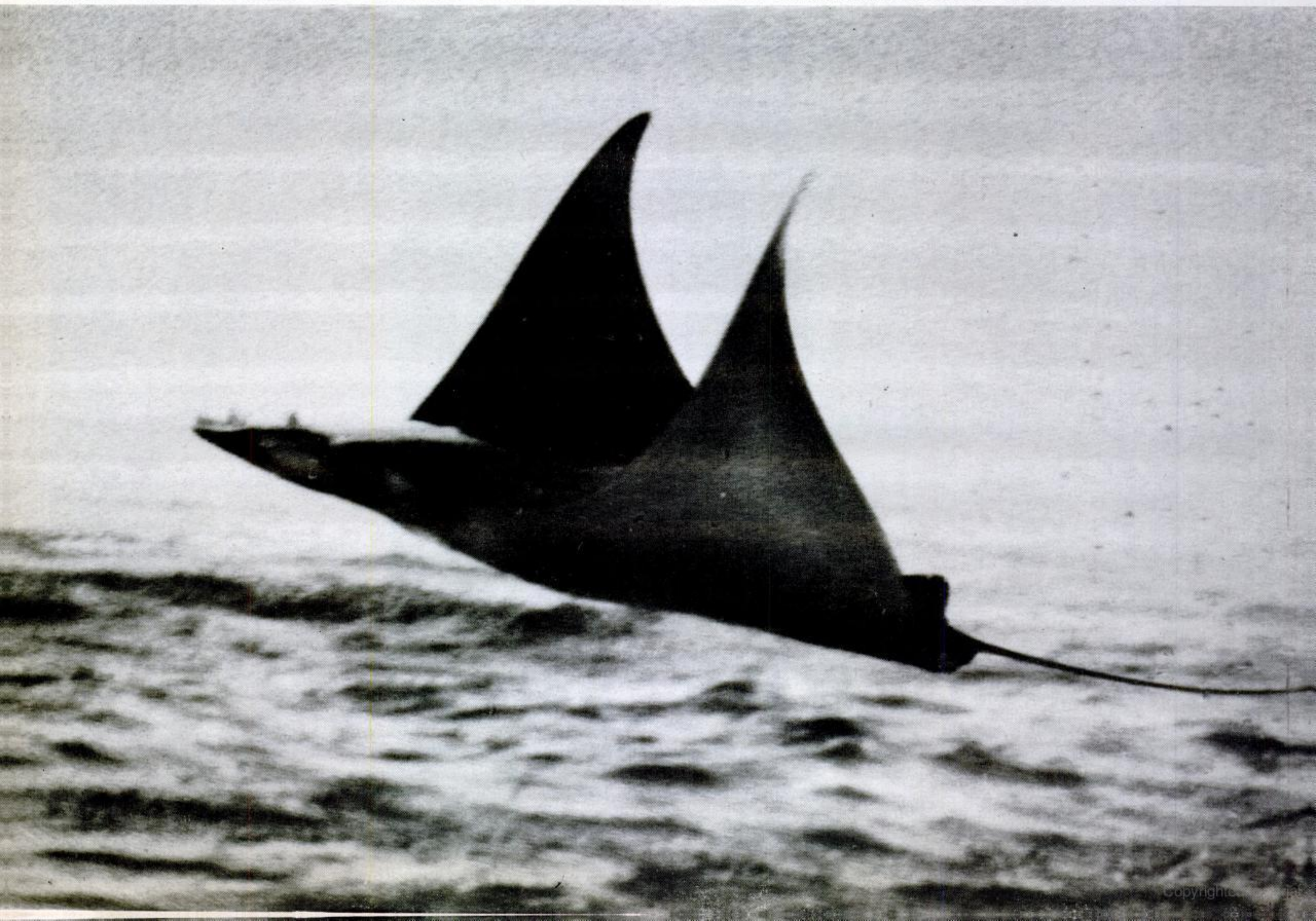
THREE MANTA RAYS, THEIR PECTORAL FINS MEASURING ABOUT 10 FEET ACROSS, LEAP HIGH OUT OF THE WATER OFF THE COAST OF MEXICO NEAR ACAPULCO

STARTLING LEAPS FROM STARTLED DEVILFISH

Despite its popular name of "devilfish" the manta ray is not an evil creature at all. Unlike its cousin, the sting ray, which hides in the sand and lashes out with its poisonous tail at unwary swimmers, the huge, batlike manta likes to glide peacefully through the warm water scooping up meals of crustaceans. Though it often weighs more than a ton and is strong enough to upset a boat when it is attacked, the manta ray has never been known to attack a man.

Its only unusual activity, fearsome leaps high into the air, is actually a frightened attempt to escape some underwater enemy. An American engineer named Henry Young, vacationing in Mexico, spotted some mantas one morning before breakfast and took these pictures. The terrified rays kept up their odd behavior for two hours, landing after each leap with a loud smack, then taking off again until whatever it was that had scared them had moved away.

LOOKING LIKE A MONSTER SEAPLANE, A MANTA RAY LUNGES FORWARD BEFORE MAKING A FLAT BELLY LANDING IN WATER. THE HIGHEST LEAP WAS 15 FEET



Use the World-Wide Plan,
Go Now—Pay Later, to put you
in this Roman picture.

You can
be there...

Overnight
only \$56 down
...as many as 17
European cities



The quickest way to get into your summer vacation in Europe is on the wings of Pan Am's "Super-7" Clippers (the ones that set all those trans-atlantic speed records)!*

With a Pan Am round-trip ticket to Rome in your pocket, you can sample customs and cultures all over the continent—see 17 cities at no extra cost. It takes so little money these days, it's a wonder why anyone stays home. Two-week excursion to Rome is only \$56 down—that's 10% of the fare.

Get set for some of the happiest hours you ever spent... when you take Pan Am's tourist-fare *Rainbow* service across the Atlantic. For you, we've reserved the newest, fastest and quietest over-ocean airliners in the world—"Super-7" Clippers (Douglas-built DC-7Cs). Their radar eyes with 150-mile vision find the fair weather way to Europe.

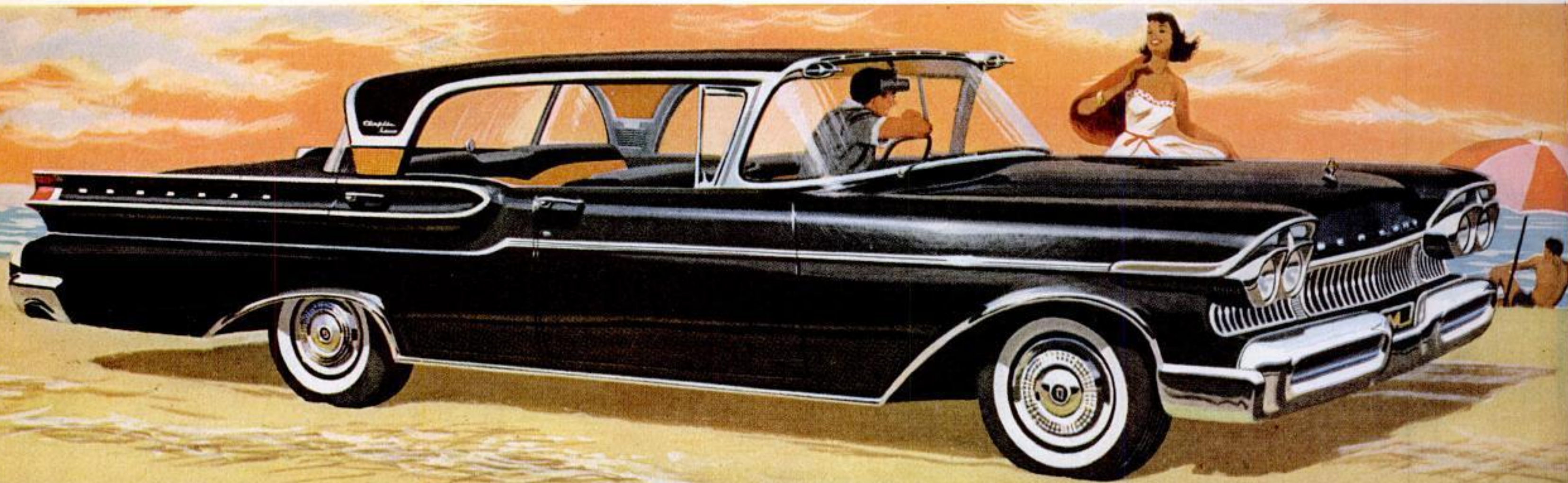
Reserve your BIG DAY by "Super-7" right away. Seems as if almost everyone wants to go and space is going fast. Call your Travel Agent or Pan Am.

WORLD'S MOST
EXPERIENCED
AIRLINE

**PAN
AMERICAN**

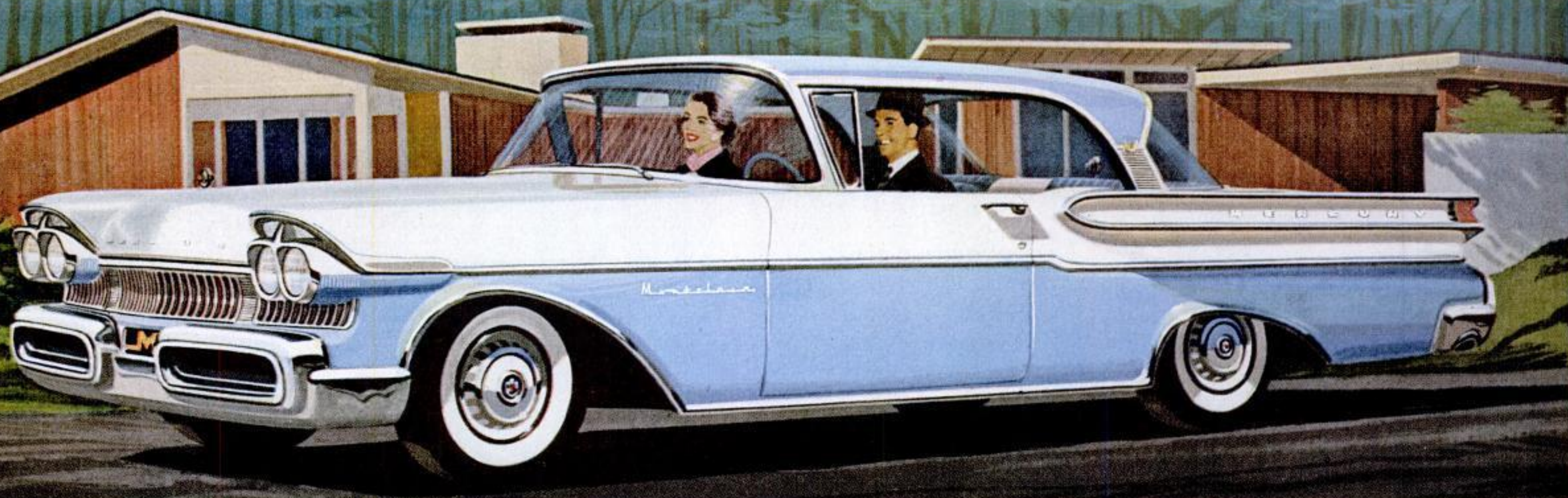
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Choose your Mercury now! There's a model



NEW 290-HP TURNPIKE CRUISER—MERCURY'S NEW LUXURY SERIES.—The most advanced car you can buy at any price, with features found in no other car. These innovations include Floating Ride with special Air-Cushion Suspension, a

Skylight Dual-Curve Windshield that curves *up* as well as around each side, special superhighway instruments, Breezeway Ventilation with roof-level air intakes and power-operated back window, distinctive styling shared by no other car.



NEW MONTCLAIR PHAETON COUPE—ONE OF 4 NEW MONTCLAIR MODELS.—This sleek new hardtop is a brilliant example of Mercury's new Dream-Car Design. Gone is the plump look of most other cars. Bulging curves have given way

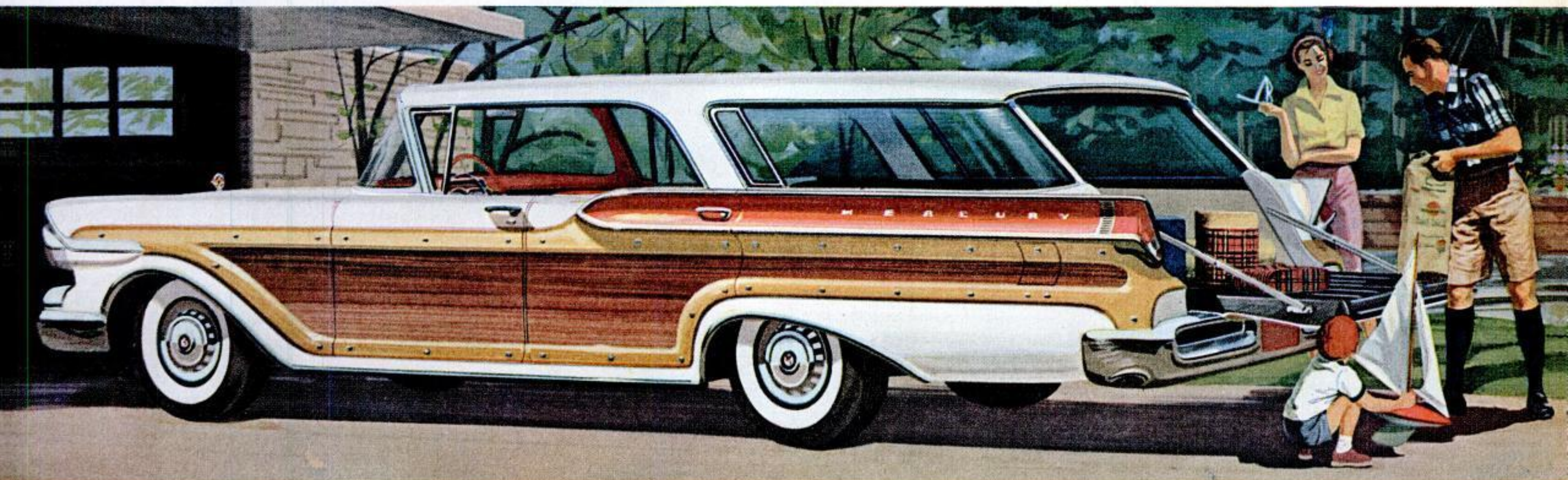
to bold, clean-cut lines. Other Montclairs include a new convertible, a 4-door sedan, and a 4-door hardtop. A new 255-horsepower Safety-Surge V-8 engine with Power-Booster Fan is standard. A 290-hp Turnpike Cruiser V-8 engine is optional.



NEW MONTCLAIR CONVERTIBLE—FIRST CONVERTIBLE WITH SEDAN ROOM.—There's room for six adults—new leg room, knee room, shoulder room, and headroom—in both front *and* rear seats. And you'll find this new "sedan room"

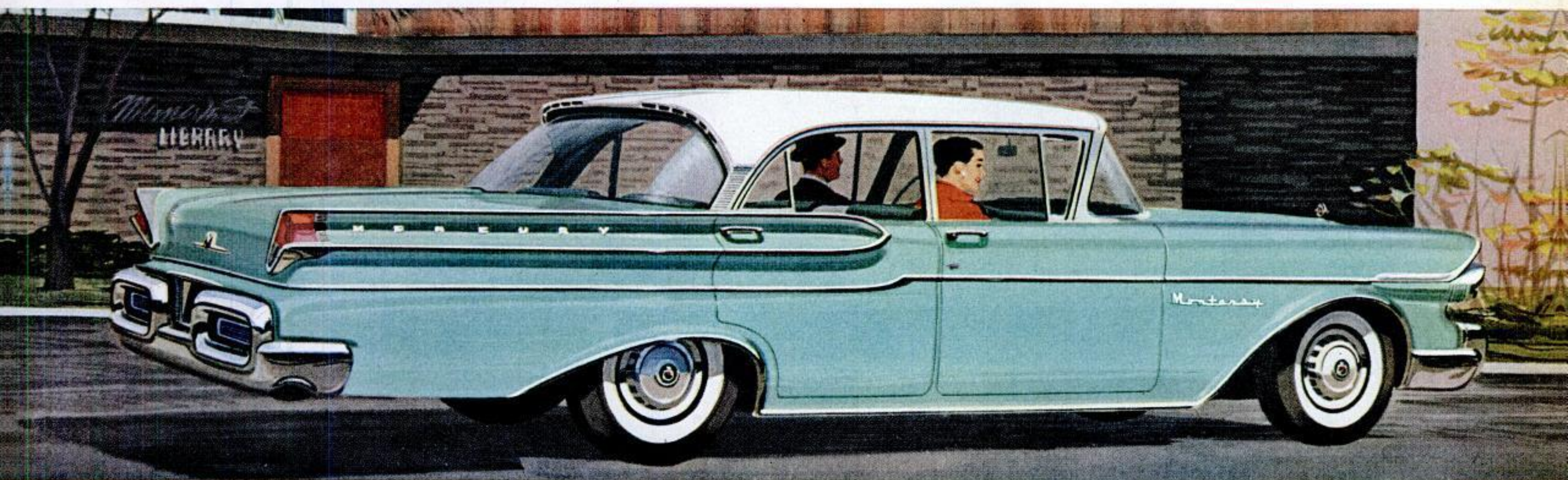
in both the Montclair illustrated, and in the Monterey convertible. New features include a two-tone top and the biggest back window you have ever seen in a convertible—almost 6½ feet wide for "hardtop" visibility when the top is up.

and price for everyone in the Big M fleet!



COLONY PARK, ONE OF 6 BIG M STATION WAGONS—ALL TRUE HARDTOPS—
The most advanced station wagons you can buy. First with a true passenger-car ride. First with true hardtop design. A power-operated back window eliminates

the lift gate, provides a unique all-clear loading platform. There's a giant 87.4 cubic feet of cargo space. In addition to the Colony Park shown, there are 2 Voyager models and 3 budget-priced Commuters—the biggest choice in the field.



NEW MONTEREY 4-DOOR SEDAN—PRICED JUST ABOVE LOWEST PRICE CARS—
Mercury's lowest price series includes the concealed-pillar sedan shown, and a 2-door sedan, 2-door hardtop, 4-door hardtop, and a convertible. All new

Mercurys are more than 17½ feet long, over 6½ feet wide, with new oversized interiors, and exclusive Floating Ride. In this series, 255 hp is standard, 290 and 335 hp is optional. Never before has so much bigness and luxury cost so little.



NEW MONTEREY PHAETON SEDAN, NEW HIGH IN "SEE-ABILITY"—You're surrounded with 28 square feet of glass for excellent all-around vision. And, as in all Mercurys, you can get dream-car features such as Merc-O-Matic Keyboard

Control and a power seat that "remembers." And air conditioning is no longer a luxury. Mercury's unique new system combines air conditioning and heating in one low-cost unit. Get the full story today at your Mercury dealer's showroom.

THE BIG MERCURY for '57 with DREAM-CAR DESIGN

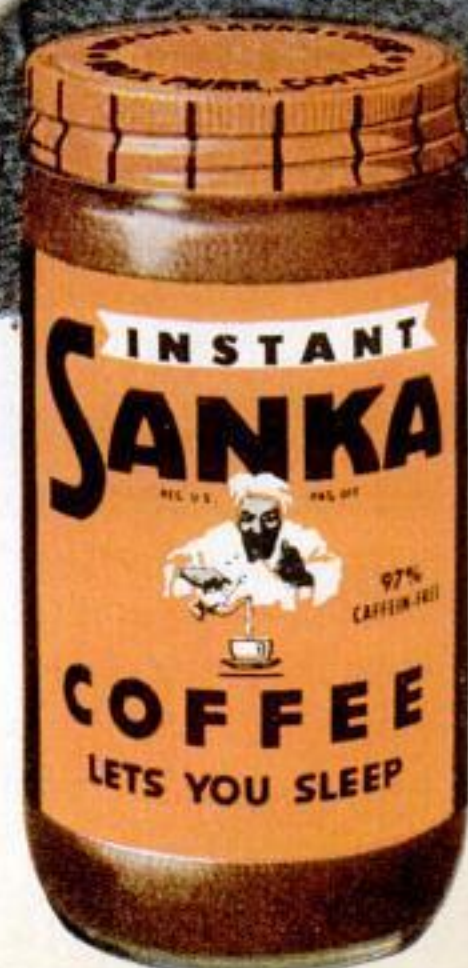
MERCURY DIVISION • FORD MOTOR COMPANY



Drink this hearty coffee as strong as you like ...

It still can't get on your nerves! Drink as many cups as you like ... as often as you like ... Sanka still can't make you jittery or keep you awake. All pure coffee. 97% caffeine-free.

NEW INSTANT SANKA COFFEE



A Product of General Foods

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GRECO'S HANGOUT in 1947 was Paris cafe, Le Tabou. She dances to right of girl in striped sweater.

A Ghostly Wild One

Out of darkness, like a ghost at a seance, the white face of a singer the French call "the wild one" appears before nightclub audiences at New York's Waldorf-Astoria. Her pale hands flicker like wraiths. Then the eerie spell is broken as Juliette Greco cuts loose in a full-throated, sensuous voice.

In Paris, Juliette Greco used to hang out in a cramped little existentialist cabaret (*LIFE*, Sept. 29, 1947). There many leading French authors met her and later wrote songs for her—mostly about the hard times of being in love. With the primitive vigor of her voice and a saving touch of humor, Juliette is the best French singer to make a U.S. debut since Edith Piaf.



WOES OF LOVE are described by Juliette in a song written by Françoise Sagan (*Bonjour Tristesse*).

← **SADNESS OF AGE** is lamented by Juliette, singing that time flies by so seize love while you may.



*As pretty as
the Flowers
in May!*

Bonaire —
colorful and gay as your flower
patch, cushion insole, springy cork-crepe
outsole. Shown in Wild Apple, also avail-
able in Licorice, Taffy, Blueberry,
Sugar White.

White or Natural straw sun hat — both for
\$4.50, shoes only \$3.95

Bonaires are available in
Misses sizes, with checkered straw
hat \$4.25, shoes only \$3.75, Children's
\$3.95, shoes only \$3.50.
Red or Blue.

Stop in at your favorite shoe
store, try on a pair of Bonaire Casuals,
and receive a **FREE 25¢** Package
of Flower Seeds.



BEACHTON SLIPON — Grips Arch
cushion for all day comfort, attractive elastic
braid gore, crepe-type outsole. Blue or Red.
Women's \$4.25 Children's \$3.45 to \$3.75

Washable Grips and Sunaires are sold in leading
department and shoe stores nation wide.



Products of
BEACON FALLS RUBBER FOOTWEAR
Beacon Falls, Conn.



IN PARIS Juliette, who is 29, cuddles her baby at feeding time in garden of her apartment. Now divorced, she left baby at home during brief U.S. visit.



IN NEW YORK she cuddles whippet named Crocodile. Enjoying luxury, she owns 200 pairs of shoes after wearing paper-soled shoes as a poor child.

Ask for a PULLMAN ticket and get all these Travel Extras!



BUILT-IN PRIVACY! Enjoy a quiet, spacious Pullman "living room" by day and a comfortable private bedroom by night. Individually controlled heat and air conditioning . . . private toilet facilities . . . plenty of space for luggage. Every thoughtful convenience, plus prompt extra services at the touch of a button. It's so easy to make yourself at home! No travel fatigue, weather worries or highway jitters.



REAL BEDS! What a joy when it's "time to turn in!" Sink down between snow-white sheets in king-size beds—and really sleep. No off-and-on cat-napping that leaves you tired and out-of-sorts. No nightly searches for lodging . . . no time-wasting stop-overs. Only on a Pullman can you get a good night's sleep without losing precious travel time. You arrive on schedule—rested and morning-fresh!



COMFORT AND SAFETY! Whether you choose the restful seclusion of your own private quarters, or the friendly companionship of the club car, you enjoy smooth-riding comfort and safety. Free yourself from driving tensions, forget about traffic hazards. You're safer traveling on a Pullman than you are in your own home.



ATTACHED "DINING ROOM!" No time-wasting stops for meals, no searching for eating places. Dine when you please, at your leisure, in the spotless railway dining car just a few steps away. Your choice of finest foods, freshly cooked to your taste, and expertly served. Dine privately in your own room if you wish!

Your local Ticket Agent
will help you these five ways:

1. Provide information on routes, schedules, Pullman accommodations and fares.
2. Make your Pullman reservations, going and returning.
3. Furnish your rail and Pullman tickets.
4. Assist you in planning stop-overs and side trips.
5. He will even have a convenient "rent-a-car" reserved and waiting for you at your destination, if desired.

© 1957, THE PULLMAN COMPANY

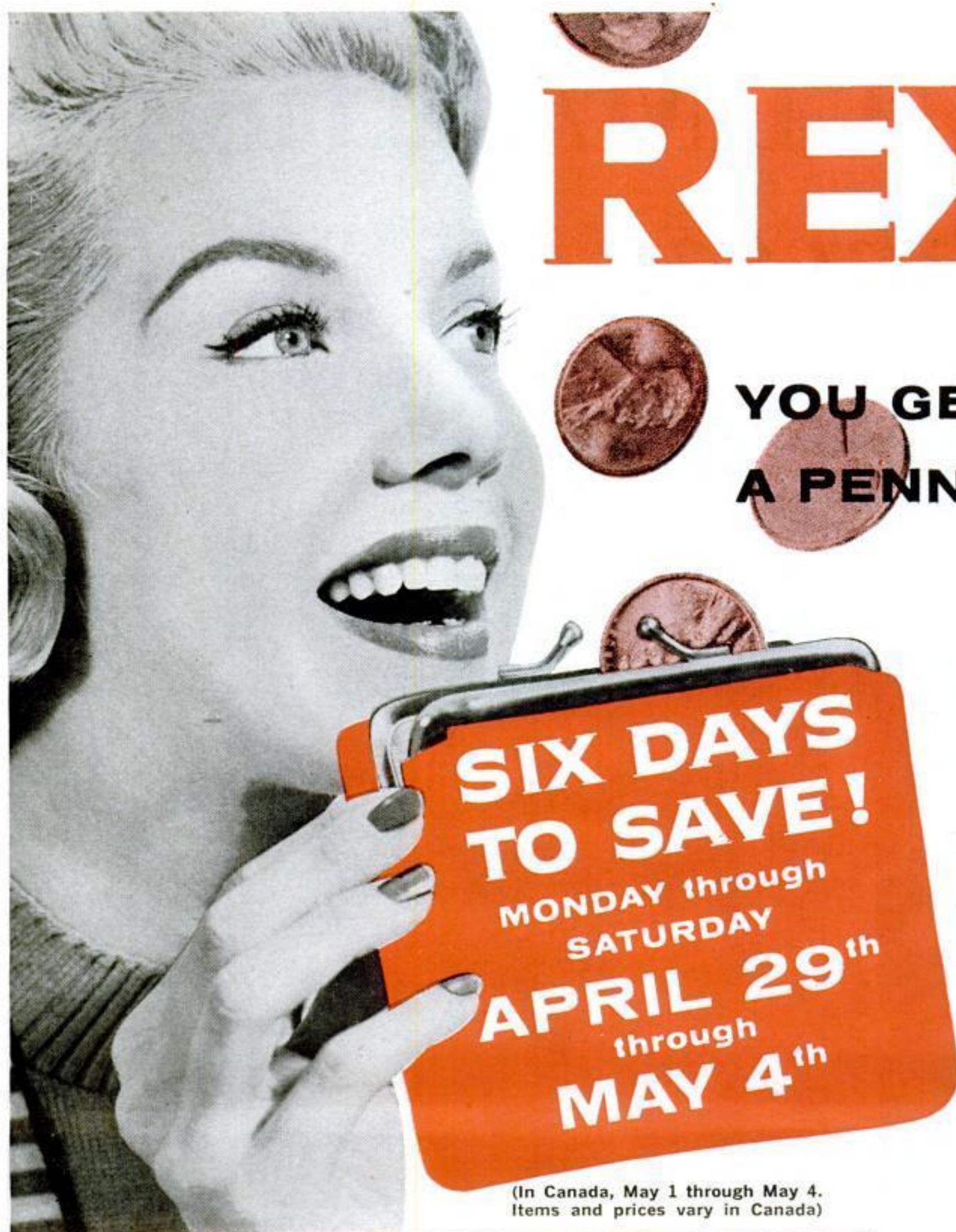
YOU'RE SAFE AND SURE
WHEN YOU TRAVEL BY
Pullman

...the travel service of
comfort, privacy and sleep!

REXALL

1¢

**YOU GET TWICE AS MUCH FOR
A PENNY MORE AT YOUR REXALL**



(In Canada, May 1 through May 4.
Items and prices vary in Canada)

SAVE NOW ON HOME AND FAMILY NEEDS



- 1. **TRI-COLOR FLASHLIGHT** throws a long, 350-foot beam of red, white or green light. A special selector lets you choose the color quickly. Regularly 98¢, now... 2 for 99¢
- 2. **COSTUME JEWELRY.** Striking necklaces and earrings, chalk white with rhinestones. Choose from several smart styles, each \$1.20 for \$1.01
- 3. **KLENZO CELLULITE SPONGE** for dishes and household use. Reg. 35¢, now... 2 for 36¢
- 4. **CIGARETTE LIGHTER** with enamel or glossy metal finish. Regularly 98¢, now... 2 for 99¢
- 5. **LIGHTER FLUID, 4 oz.,** reg. 25¢... 2 for 26¢
- 6. **VICTORIA COMBINATION SYRINGE.** Hot water bottle with fountain syringe attachment. Holds 2 quarts. Red, reg. \$3.98... 2 for \$3.99
- VICTORIA FOUNTAIN SYRINGE, 2-qt. size,** same fine quality. Reg. \$3.39... 2 for \$3.40

HOUSEHOLD BARGAINS

- 1. **REXALL NO. 6 PINE OIL DISINFECTANT** for kitchen and bathroom. Pint, \$1.19, 2 for \$1.20
- 2. **ELKAYS AEROSOL MOTHPROOFER.** No more "mothball odor." 12 oz., \$1.95... 2 for \$1.96
- 3. **ELKAYS NON-DDT INSECT KILLER** is safe to use in kitchen as directed. Pint, 69¢, 2 for 70¢
- 4. **PLASTIC TABLE COVER.** Flower design, choice of lovely colors. 54" square. 98¢... 2 for 99¢
- 5. **THERMOMETERS,** indoor and outdoor. Smart, wrought iron or scroll designs, some with old English numbers. 98¢ each, now... 2 for 99¢
- 6. **PAINT BRUSH** with pure bristles, vulcanized in rubber to stay in. 1 1/2", reg. 39¢, 2 for 40¢
- 7. **3" PAINT BRUSH,** reg. \$1.00... 2 for \$1.01
- 8. **BOTTLE STOPPER,** air-tight. 25¢... 2 for 26¢

GIFT IDEAS

- 1. **LEATHER BILLFOLDS** for men or women. Gold-tooled, hand laced. Reg. \$2.20, 2 for \$2.01
- 2. **PLASTIC BILLFOLDS** for men and women. Choice of smart colors, reg. \$1.00, 2 for \$1.01
- 3. **MEN'S SCUFFS,** alligator-grained plastic slippers with sponge soles. Pair, 98¢... 2 for 99¢
- 4. **LADIES' SCUFFS,** terry. \$1.50... 2 for \$1.51
- 5. **SPORTSMAN PIPES.** Carved or smooth bowls; choice of styles. Reg. \$1.00 each... 2 for \$1.01
- 6. **NYLON WATCH BAND** for men. Choice of solid colors or plaids. Reg. \$1.00, now... 2 for \$1.01
- 7. **MAN'S EXPANSION WATCH BAND,** gold color or silver color. Reg. \$1.50, now... 2 for \$1.51

FAMILY NEEDS

- 1. **VICTORIA HOT WATER BOTTLES.** Fine red rubber. 2 heat type, reg. \$3.59... 2 for \$3.60 Regular type, reg. \$2.98, now... 2 for \$2.99
- 2. **SHOE LACES, Trim-Tie, 27",** extra-fine quality. Black, brown or white. Pair, 10¢... 2 for 11¢
- 3. **MAN'S HANDKERCHIEF, Goodform.** Fine white cotton, in cello pack. Reg. 25¢, now... 2 for 26¢
- 4. **GOLD-PLATED KEY CHAIN** with engraved initial and safety lock. Reg. 69¢, now... 2 for 70¢
- 5. **PLASTIC SUNGLASSES** for men and women. Green or smoked lenses. \$1.00... 2 for \$1.01
- 6. **KLENZO BATH BRUSH,** reg. \$1.50, 2 for \$1.51
- 7. **PLASTIC SHOWER CAP,** reg. 29¢... 2 for 30¢
- 8. **SWIM CAP,** aviator style, fits snugly. Adult's, \$1.19, 2 for \$1.20. Child's, 65¢... 2 for 66¢
- 9. **REXALL INSECT REPELLENT LOTION.** Apply to clothing or tent when camping; repels flies, chiggers, mosquitoes. 2 oz., 59¢, 2 for 60¢
- 10. **SPACE FRAGRANCE,** effective aerosol room deodorizer and sanitizer. Reg. 98¢... 2 for 99¢

JUST FOR FUN

- 1. **BAG OF 6 TOYS.** Robin Hood, plastic soldiers, cowboys, Indians. Reg. 59¢, now... 2 for 60¢
- 2. **KIDDIES' SUNGLASSES,** reg. 29¢... 2 for 30¢
- 3. **KLIKUM CHAIN TOYS, 3 styles:** clicking keys, bars, discs. Popular! Reg. 59¢ each... 2 for 60¢
- 4. **STAR BALL,** colorful 3 1/2" inflated ball with star design. Washable vinyl. 29¢... 2 for 30¢
- 5. **BALLOONS.** Pack of 40, 49¢, 2 for 50¢. Bag of 4, cat-head or mouse-head, 10¢... 2 for 11¢



Reg. 39¢
2 for 40¢

KLENZO TOOTHBRUSHES.
Fine quality nylon-bristle brushes in five medically approved styles.



Reg. 43¢
2 for 44¢

REXALL ADHESIVE TAPE with famous Pro-Cap adhesive is less irritating and sticks better. Waterproof, white, 1/2" by 10-yard roll.



Reg. 54¢
2 for 55¢

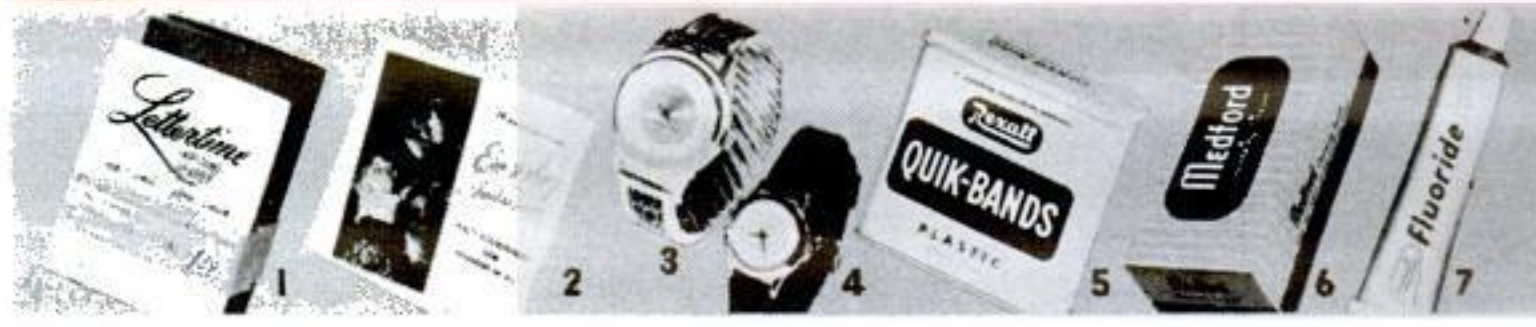
REXALL ASPIRIN. No finer, faster-acting aspirin made—at any price! Bottle of 100, 5-grain.



Reg. \$1.89
2 for \$1.90

ADRIENNE HAIR SPRAY with lanolin. Sets pin curls; keeps hair neat. In a big, 11-ounce aerosol.

SURPRISE SPECIALS DURING



- 1. **LETTERTIME WRITING PAPER.** New idea! Two different size boxes, each with 100 white glossy sheets and 50 envelopes. Combined in jumbo pack, \$3.00 value, now only... \$1.39
- 2. **EVERYDAY GREETING CARDS.** 14 tall, full-color photo cards with clever sayings for every occasion. Box, \$1.25 value, now just... 59¢
- 3. **MAN'S ADONIS WRIST WATCH.** Jeweled Swiss movement; gold color, non-tarnishable aluminum case. Shock-protected, anti-magnetic. Has expansion band. \$8.95 value, \$6.66
- 4. **LADIES' STARLET WRIST WATCH.** Jeweled Swiss movement; oval, Duragold aluminum case. Fancy, full-number dial, shock protected. Suede bands. \$8.95 value, now just... \$6.66
- 5. **\$50,000 CHOCOLATE SYRUP.** None finer for dessert treats! 7 oz., 23¢ value... 2 for 29¢
- 6. **MONREALE OLIVE OIL,** imported, fine quality. 12-oz. bottle, \$1.10 value, now... 2 for \$1.55
- 7. **GOLDEN WAND LINT BRUSH...** 2 for \$1.51
- 8. **REXALL PLASTIC QUIK-BANDS,** plain or mercurochrome. Box of 47, reg. 59¢, now 39¢
- 9. **MEDFORD FACIAL TISSUES,** white. Soft, yet strong. Big box of 300, now... 2 for 39¢
- 10. **REXALL FLUORIDE TOOTH PASTE.** Three 3 1/4-oz. tubes, \$1.59 value, now all 3 for 99¢
- 11. **REXALL pH7 TOOTH PASTE.** Three 3 1/4-oz. tubes, \$1.47 value, now only 89¢; or big, 5-oz. tubes, each a 65¢ value, now... 2 for 89¢
- 12. **REXALL BABY PRODUCTS** are pure, mild and safe for baby's tender skin. 6-oz. Antiseptic **BABY OIL** or **BABY LOTION**; or 2-oz. Lanolated **BABY CREAM.** Each 57¢ value... 2 for 58¢
- 13. **REXALL ANTISEPTIC BABY LOTION** in 4-oz. squeeze-bottle, 69¢ value, now... 2 for 70¢
- 14. **REXALL BABY TALC,** 9 oz., 63¢ value, 2 for 64¢
- 15. **ALL-OCCASION GREETING CARDS.** Popular tall size in full color for birthdays, anniversaries, etc. Box of 16, \$1.25 value... 59¢

REXALL DRUG PRODUCTS ARE GUARANTEED TO GIVE SATISFACTION OR YOUR MONEY BACK

SALE

DRUG STORE



MEN'S AVIATOR SUNGLASSES are just right for driving and for sports. Sturdy construction; good-looking golden metal frames.



ONE PANOVITE capsule gives more than minimum daily requirement of vitamins A, D, B₁, B₂, C plus B₁₂, others. 100.



REXALL Mi-31 MOUTHWASH. Multi-purpose antiseptic kills contacted germs. Pt.



CELLO-PACK STATIONERY. Choose from a distinctive selection including White Vellum, Parchment Bond, White Morocco, Devon Crash, or Beauty Check.



REXALL RUBBING ALCOHOL gives quick relief from sore and aching muscles caused by over-exertion or exposure. Cooling, refreshing and stimulating. Stock up now with full pint bottles.



REXALL "READY-SHAVE" whisker-wilting lather for quick, smooth shaves. Generous 10-oz. aerosol.

EVERY ITEM IN THE SALE IS REGULAR, GUARANTEED MERCHANDISE

Use this ad as your shopping list and order in advance if you wish. Then pick up your order during the sale.

MEN'S SHAVE NEEDS AND TOILETRIES



1. **REX AEROSOL SHAVE CREAM** with witch hazel—a new kind of shave that contains a bracing astringent. Regularly 98¢, 2 for 99¢
2. **REXALL LAVENDER SHAVE CREAM**, mentholated. Choose 3½-oz. Lather or 3¼-oz. Brushless. Tube of either, reg. 59¢, 2 for 60¢
3. **REXALL SHAVING LOTION** cools, refreshes and helps prevent redness. 6-ounce bottle, regularly 59¢, now stock up at... 2 for 60¢
4. **REXALL CREAM HAIR TONIC** contains lanolin to supplement natural oils. Creamy consistency keeps hair neat without that "greasy" look. 5-ounce bottle, regularly 69¢, 2 for 70¢
5. **REXALL SHAMPOO** is sudsy, quick, clean-rinsing. 5-oz. bottle, reg. 59¢, now 2 for 60¢
6. **REXALL HAIR OIL** is very lightly scented. 5-oz. bottle, regularly 49¢, now save at... 2 for 50¢
7. **PERMEDGE RAZOR BLADES**. 20 double or 18 single edge. Regular 49¢ pack, 2 for 50¢; or 5 double or single edge, reg. 15¢, 2 for 16¢
8. **REXALL LAVENDER AEROSOL SHAVE CREAM**, Mentholated or Regular. 10-ounce can, regularly 98¢, now only... 2 for 99¢
9. **REXALL SHAVING CREAM**. Choose 2¾-oz. Lather or 2¼-oz. Brushless. Each, regularly 43¢ a tube. Stock up and save now at 2 for 44¢
10. **REXALL LAVENDER AFTER SHAVE LOTION** has subtle fragrance. 4-oz. reg. \$1., 2 for \$1.01
11. **REXALL PRE-SHAVE LOTION**. Apply before shaving to pre-set whiskers for a smooth, clean shave. 4 oz., reg. 79¢, now... 2 for 80¢
12. **REXALL BAY RUM** conditions the scalp, combats dandruff. Made from the finest, imported and distilled oil of bay leaves. Full pint bottle, regularly 75¢, now save at... 2 for 76¢
13. **KLENZO LATHER BRUSH**, \$1.00. 2 for \$1.01
14. **"8480" NAIL CLIPPERS**. Reg. 49¢, 2 for 50¢

BUYS FOR BABY



1. **REXALL ASPIRIN, TINY TOT**. Small, ½-grain tablets let you give the accurate dosage—just as the doctor ordered. Raspberry-flavored. Bottle of 100, reg. 35¢, now 2 for 36¢
2. **REXALL STORK NURSER**. Complete feeding unit—8 oz. bottle with rubber cap that protects the nipple. You simply heat the bottle and remove the cap! Reg. 35¢, now 2 for 36¢
3. **REXALL QUIK-SWABS**. Soft, flexible, cotton-tipped applicators all ready for delicate nursery needs like cleaning nostrils and ears. Sterile package of 100, reg. 35¢, now 2 for 36¢
4. **REXALL BABY TALC.** Purest white talc, delicately fragrant. Pound, reg. 79¢, 2 for 80¢
5. **REXALL CASTILE SOAP**, Tiny Tot. Pure, mild! Big, 3-oz. cake, reg. 19¢, now... 2 for 20¢
6. **BABY TRAINING PANTS**. Knit of white durable cotton. Sure fit with elastic waist and ribbed cuffs. Reg. 39¢ each, now... 2 for 40¢
7. **BABY PANTS, PLASTIC**. In 100% pure Vylene, guaranteed non-allergenic and boilable. Choice of assorted colors and sizes. Regularly 39¢ each, now stock up at only... 2 for 40¢
8. **BABY RATTLES**. Choice of many styles! Hand-decorated plastic in pastel colors, ribbon-tied. Stock up now for gifts! 25¢ each, 2 for 26¢
9. **"8480" BABY SAFETY SCISSORS** for delicate and safe nail-cutting. \$1.50... 2 for \$1.51

1¢ SALE WEEK

NOT 1¢ SALE ITEMS, BUT ADDED BY YOUR REXALL DRUGGIST SO YOU CAN SAVE EVEN MORE WHILE SHOPPING IN THE 1¢ SALE



8. **LORIE FLORAL BUBBLE BATH**. 3 boxes—60 luxurious baths! \$3.00 value, now only 98¢
9. **CHICKEN FRYER SKILLET**, 10½" cast aluminum, with cover. \$3.95 value, now... \$2.79
10. **CANNON TURKISH TOWEL**, dry-fast. 20" x 40", lovely pastel colors. Now... 2 for 99¢
11. **CANNON WASH CLOTH**, now just... 2 for 29¢
12. **CANNON DISH TOWEL**, lint-free... 2 for 49¢
13. **CANNON DISH CLOTH**. Stock up at 2 for 27¢
14. **VINYL TOYS**. Sanitary, washable, durable toys for bath or pool. Each is an animal with a name and a whistle. Great value! 2 for 90¢
15. **THUMB TACKS**. Many popular colors. 36 riveted-head tacks, 10¢ value, now... 2 for 12¢
16. **BELMONT RUBBER CEMENT**, now 2 for 46¢
17. **FILLER PAPER**, pack, 50¢ value... 2 for 79¢
18. **PLAYING CARDS**, deck, \$1 value, 2 for \$1.01
19. **BRIDGE CARDS**, 2-deck, \$1.98 value, 2 for \$1.99
20. **REXALL MINERAL OIL** laxative. Quart, \$1.35 val., 2 for \$1.36; pint, 85¢ val., 2 for 86¢
21. **MOTH FUME CRYSTALS**. Stock up to put away winter woolens! Lb., 79¢ value, 2 for 80¢
22. **ELKAYS AEROSOL INSECT KILLER** for many household pests. Pt., \$1.59 value, 99¢
23. **REXALL AGA-REX WITH PHENOLPHTHALEIN**, laxative. Full pint, \$1.10 val., now... 2 for \$1.11
24. **REXALL EPSOM SALT**, lb., 49¢ val., 2 for 50¢
25. **REXALL BORIC ACID OINTMENT** aids in healing cuts, burns. 2 oz., 61¢ value... 2 for 62¢
26. **CARICA Bile Tablets**, 100, \$1.17 val., 2 for \$1.18
27. **REXALL ZINC OXIDE OINTMENT**. Soothes irritated skin. 1 oz., 41¢ value, now 2 for 42¢
28. **REX-SELTZER Tablets**, 25, 58¢ val., 2 for 59¢
29. **AIR REFRESHER**, 5-oz. aerosol, now 2 for 99¢
30. **INSECT REPELLENT**, 5-oz. aerosol, 2 for \$1.20
31. **DENTAL FLOSS**, 100-yd., 75¢ value, 2 for 76¢
32. **ADRIENNE INDELO LIPSTICK**. Choose from six shades or Magic Red. Get 3 now and save! A \$3.75 value, now... 3 for \$1.25
33. **FOLDING SYRINGE**, Defender Latex, with carrying case. \$2.59 value, now just... \$1.59
34. **SPUNTEX NYLONS**, fine quality, 51 gauge, 15 denier, choice of plain or dark seams. Each pair, 99¢ value, now 2 pairs for only... \$1.47
35. **SPUNTEX SEAMLESS NYLONS**, smooth fit! Each pair, \$1.39 value, now... 2 pairs for \$1.96
36. **STRETCH SOCKS**. For men, pair, 75¢ value, now 2 pairs for \$1.09. For boys and girls, each pair, 65¢ value, now save at... 2 pairs for 99¢
37. **NAIL POLISH REMOVER**, 39¢ value... 2 for 40¢
38. **FLASHLIGHT BATTERIES**, 15¢ val., 2 for 21¢
39. **NYLON COMBS**. Many styles and kinds to fill everyone's need. Each, 25¢ value, 2 for 26¢
40. **REX-RAY Extension Cord**, 6' cord with 3-outlet tap, U.L. approved. 59¢ value... 2 for 70¢

YOU CAN DEPEND ON ANY DRUG PRODUCT THAT BEARS THE NAME REXALL

TURN THE PAGE FOR MORE

1¢ SALE BARGAINS

Rexall

REXALL 1¢ SALE

GET TWO FOR THE PRICE OF ONE
PLUS A PENNY!

USE THIS AD AS YOUR
SHOPPING LIST

Mark the square beside each
item you want. Order in ad-
vance if you wish; pick up
your order during 1¢ Sale.

(In Canada, May 1 through May 4.
Items and prices vary in Canada)

BEAUTY BUYS—STOCK UP AND SAVE

BOXED WRITING PAPERS



- HELEN CORNELL BOBBY PINS** Rubber Tipped. Choose black or bronze. 18, reg. 10¢, now **2 for 11¢**
- HAIR NETS** Helen Cornell. Nylon, extra small or regular mesh; bob or regular style; choice of seven colors. Regularly 10¢ each, now **2 for 11¢**
- SHOE LACES** Trim-Tie. Choice of 27" black, brown or white mercerized cotton laces. They stay tied! Reg. 5¢ each pair, now **2 for 6¢**
- HOUSEHOLD GLOVES** Columbia. Fine quality, natural latex rubber with non-slip fingers. Reg. 89¢ a pair, now **2 for 90¢**
- SACCHARIN** Rexall. 1000: 1 gr., 2 for \$1.60; 1/2 gr., 2 for \$1.31; 1/4 gr., 2 for \$1.20. 100: 1 gr., 2 for 56¢; 1/2 gr., 2 for 46¢; 1/4 gr., 2 for 36¢
- BALL PEN REFILL** Cascade "All-In-One" fits more than 150 Ball Pens; contains quick drying ink. Reg. 49¢, now **2 for 50¢**
- REXALL GLYCERIN SUPPOSITORIES** Adult or infant size. 12, reg. 53¢, now **2 for 54¢**
- CASCADE CURLING RIBBON** Rayon, 3/8" wide. Color choice. 75-ft. spool, regularly 25¢, now **2 for 26¢**



- ☐ 1. **ADRIENNE COMPACT POWDER.** This marvelously fine powder contains lanolin, gives a translucent mat finish. Choose from 4 shades in lovely plastic case. \$1.25. 2 for \$1.26
- ☐ 2. **ADRIENNE HAND CREAM.** Non-greasy, quick-disappearing cream. Softens, smooths and protects hands from drying effects of weather and water. 4 1/4-oz. jar, \$1, 2 for \$1.01

COMPLEXION CARE

- ☐ 3. **REXALL THEATRICAL CLEANSING OR COLD CREAM.** Long-time favorites of theatrical profession. 1-lb. can, \$1.25, 2 for \$1.26
- ☐ **ADRIENNE HORMONE CREAM** contains 10,000 International Units of natural hormones per ounce. 2-oz. jar, \$1.50, 2 for \$1.51
- ☐ **ADRIENNE CREAMS.** Popular creams of the finest ingredients. Choose 3 1/2-oz. "All Purpose"; 3-oz. Cold Cream; or 4 1/4-oz. Cleansing Cream. Regularly \$1.00 each, now 2 for \$1.01
- ☐ **ADRIENNE FACE POWDER.** Exquisitely fine powder in choice of 4 glamorous shades. Lovely, French-design box, reg. \$1, 2 for \$1.01
- ☐ **MASCAL'S HAND CREAM.** Smoothing, softening. Generous 6 1/4-oz. jar, reg. 98¢, 2 for 99¢
- ☐ **MASCAL'S HAND LOTION.** Pint, 98¢, 2 for 99¢
- ☐ **ILASOL HAND LOTION.** Non-sticky, fast-drying. 1/2-pint bottle, reg. 89¢, now . . . 2 for 90¢
- ☐ **ADRIENNE "MAGIC TONE" LIQUID ROUGE.** Dot on, smooth in. Blends evenly. "Magic Tone" adds lovely, natural radiance to every complexion. Reg. \$1.00, now. . . 2 for \$1.01
- ☐ **ADRIENNE POWDER PUFFS.** All of soft velour and wrapped in vinyl pouches or cellophane envelopes. Choose 3" or 3 3/4", reg. 25¢ each, now 2 for 26¢; or 2 3/4" Adrienne Deluxe Puff, in assorted colors, reg. 15¢, now. . . 2 for 16¢

COLOGNES AND SOAPS

- ☐ **GARDEN SPICE COLOGNE** has a subtle, spicy fragrance. 4 oz., reg. \$1.50, now. . . 2 for \$1.51
- ☐ **LAVENDER COLOGNE** has a light, lingering fragrance. 4 oz., reg. \$1.50, now 2 for \$1.51
- ☐ **LAVENDER COLOGNE STICK.** Same lovely fragrance in stick form, reg. \$1.25, 2 for \$1.26
- ☐ **LILY OF THE VALLEY AEROSOL COLOGNE.** New! Dainty, fragrant spray at the touch of your finger. 2 oz., reg. \$2.00, now 2 for \$2.01

- ☐ 4. **LILY OF THE VALLEY COLOGNE.** A truly feminine fragrance. Dainty 4-ounce bottle in gift-quality box. Stock up for gifts throughout the year! Reg. \$1.25, now. 2 for \$1.26
- ☐ 5. **LILY OF THE VALLEY SOAP** with Lanolin. Wonderful for gifts, too—or for you. Same lovely fragrance in pure, mild soap. Box of three cakes, regularly \$1.00, now 2 for \$1.01
- ☐ **PERFUMED SOAPS WITH LANOLIN.** Choose from 4 popular soaps, each a lovely fragrance: Rose Geranium, Adrienne Dry Skin, Sequoia Pine and Lavender. Each box of 3 cakes of soap, regularly \$1.00, now. 2 for \$1.01

HAIR CARE

- ☐ 6. **HAIR BRUSH.** Three styles: crescent, professional and half-round. Backs in choice of clear, rose or blue. Reg. \$1.00 each, now 2 for \$1.01
- ☐ 7. **HELEN CORNELL SHAMPOO** comes in 3 types: Liquid, 8-oz. bottle; Cream, 4-oz. jar; or Coconut Oil, 8-oz. bottle. Choose your favorite—each leaves hair soft and radiantly clean. Regularly 98¢, each type, now 2 for 99¢
- ☐ **HELEN CORNELL HAIR BANDEAU.** "Wrap-around" to keep hair in place after shampoo and set, or while you sleep. Reg. 39¢, 2 for 40¢
- ☐ **HELEN CORNELL NYLON LACE HAIR NET.** Strong, long lasting. Reg. 49¢, now 2 for 50¢
- ☐ **HELEN CORNELL METALLIC HAIR NET** in attractive gold or silver color. 19¢. 2 for 20¢
- ☐ **MAXIMUM HARD RUBBER COMBS.** Popular favorites in styles to suit everybody's need. Choose either the All Purpose or Barber Style, reg. 29¢ each, now 2 for 30¢; or choose the Pocket Comb, reg. 19¢, now. 2 for 20¢
- ☐ **NYLON HAIR BRUSH.** Fine quality nylon bristles set in lovely back of pearlized rose, blue or white. Each, reg. \$2.00, now. . . 2 for \$2.01
- ☐ **PURSE-SIZE BRUSH.** Keep hair well-groomed all day! Sturdy nylon bristles in choice of color backs. This makes an unusual and welcome gift. Reg. \$1.00, now. 2 for \$1.01
- ☐ **SHAMPOO BRUSH AND COMB SET.** New, long handled shampoo and massage brush with multiple, flexible massage "fingers." Comes with dresser comb of matching color in useful carry-all bag. Reg. \$1.00 set, now 2 for \$1.01
- ☐ **REXALL HYDROGEN PEROXIDE, 6%, 20 volume.** 4-oz. bottle, reg. 25¢, now. . . . 2 for 26¢

DEODORANTS, BATH BUYS

- ☐ 8. **ADRIENNE BATH POWDER.** Soft, luxurious powder with fine talc base that's extra absorbent. Has light fragrance. Attractive 5 1/2-oz. box with puff, reg. \$1.50, now. . . . 2 for \$1.51
- ☐ 9. **LILY OF THE VALLEY BUBBLE BATH.** 20 packets for 20 relaxing, sweet-smelling baths. Lovely green and white box—ideal for gifts. Regularly \$1.00, now save at. . . 2 for \$1.01
- ☐ 10. **DAINTY MIST AEROSOL DEODORANT.** So easy to apply; no muss. 5 oz., 98¢. 2 for 99¢
- ☐ **DAINTY CREAM DEODORANT.** Unscented antiperspirant. 1 1/2-oz. jar, reg. 49¢. . . 2 for 50¢
- ☐ **DAINTY DEODORANT COLOGNE.** Delicately perfumed. 3-oz. bottle, reg. \$1.00, 2 for \$1.01
- ☐ **DAINTY MIST SPRAY DEODORANT.** 1 1/2-oz. plastic squeeze bottle, reg. 75¢. . . 2 for 76¢
- ☐ **DAINTY DEODORANT STICK.** No waste, no muss! 2-oz. stick, reg. \$1.00, now. . 2 for \$1.01
- ☐ **LAVENDER DEODORANT STICK.** \$1.2 for \$1.01
- ☐ **DUSTING POWDERS.** Choose your favorite fragrance from these fine quality after-bath refreshers. Garden Spice, Lavender or Lily of the Valley. Each with puff, \$1.50. . . 2 for \$1.51
- ☐ **"8480" TALCUM.** Soft, fragrant, absorbent. 1-lb. shaker-top can, regularly 75¢, 2 for 76¢
- ☐ **ADRIENNE BATH OIL** softens and perfumes water for relaxing bath; helps prevent dryness of skin caused by hard water. Only a few drops are necessary. 6 oz., reg. \$1.00. . . 2 for \$1.01

BEAUTY AIDS

- ☐ **"8480" NAIL & CUTICLE SCISSORS.** Fine pointed, sharp blades. Precision hand made. Unconditionally guaranteed. \$1.50, 2 for \$1.51
- ☐ **"8480" EMERY BOARDS.** Fast cutting, long lasting, very flexible. Unconditionally guaranteed. 7" Professional, reg. 25¢ package, 2 for 26¢; Regular size, reg. 15¢, now 2 for 16¢
- ☐ **"8480" TWEEZERS.** Sure-grip, spring tension; has machined jaws. Choose slant, squared or pointed style. Unconditionally guaranteed. Regularly 50¢ each, now save at. . . 2 for 51¢
- ☐ **REXALL COTTON SQUARES.** Soft, white, quilted cotton pads. 40, reg. 23¢, now 2 for 24¢
- ☐ **REXALL COTTON BALLS.** Just the right size for many uses. Sterile. 65, reg. 39¢, 2 for 40¢



- ☐ 1. **TRADITION LINEN,** finest quality gift box, heavy, linen-finish white paper. 45 large sheets, 30 envelopes. Reg. \$1.50. . . 2 for \$1.51
- ☐ 2. **WHITE SPLENDOR,** box of 36 large, flat sheets and 24 envelopes. Distinctively watermarked. Box, regularly \$1.00, now, 2 for \$1.01
- ☐ 3. **"ORCHIDS-TO-YOU" NOTES.** Orchid-tint parchment paper with orchid and silver flower motif. 18 notes, envelopes, \$1.00. . . 2 for \$1.01
- ☐ **ANTIQUE COPPER,** 60 white sheets, 30 with copper design. 36 envelopes. \$1.50, 2 for \$1.51
- ☐ **RHAPSODY IN BLUE,** new pastel-blue paper. Hand-deckled, white frosted border on 24 double-fold sheets, 24 env. \$1.00, 2 for \$1.01
- ☐ **GOLDEN WHEAT-IVORY,** 36 sheets, 24 with gold wheat motif. 24 envelopes. \$1, 2 for \$1.01
- ☐ **FASHION-FIRST,** 36 sheets, tiny plaid border. 24 plaid-lined envelopes. \$1.00. . . 2 for \$1.01
- ☐ **ON-THE-TOWN.** Pen-and-ink sketches in black and blue on 24 sheets; 12 plain. 24 envelopes, lining of matching design. \$1.00. . . 2 for \$1.01
- ☐ **MILADY'S LETTERS.** 30 white vellum sheets—24 with new pink and gray floral motif. 24 envelopes. Pink ribbon tied. \$1.00. . . 2 for \$1.01
- ☐ **SPEEDLINES AIRMAIL,** 50 sheets, 30 plain envelopes. Airmail stickers. \$1.00. . . 2 for \$1.01
- ☐ **ELITE CRUSHED-RIPPLE POUND PAPER** or envelopes—white embossed paper! 50 large sheets or 50 envelopes. Each 89¢, 2 for 90¢

NOTE PAPER

- ☐ **"CRIMSON BEAUTIES",** tall, "new look" notes. Drawings of roses in pink motif on pastel-pink vellum. 18 notes, envelopes. \$1.00, 2 for \$1.01
- ☐ **"DUFY ORIGINAL"** Box of 16 notes, envelopes. 8 famous paintings by renowned Jean and Raoul Dufy. Authentic prints \$1.00, 2 for \$1.01
- ☐ **WHITE VELLUM,** folded note paper for all occasions. 18 notes, envelopes. 75¢. 2 for 76¢
- ☐ **FRIENDLY NOTES.** 18 tall notes, 18 envelopes. With friendly greetings. \$1.00, 2 for \$1.01
- ☐ **WOODLAND PRINTS.** Birds, butterflies, swans. 10 new "triple-fold" notes—white inside, pastel outside. 10 env. Reg. 60¢, 2 for 61¢
- ☐ **"CUTE CAPERS",** 4 full-color roller-skating scenes. 10 notes, envelopes. 60¢. . . 2 for 61¢
- ☐ **MUSIC MASTERS.** 4 "Wee People" designs in color. 10 notes, envelopes, 60¢. . . . 2 for 61¢

EVERY ITEM IN THE 1¢ SALE IS REGULAR, GUARANTEED REXALL MERCHANDISE

REMEDIES WITH REXALL'S FAMOUS MONEY-BACK GUARANTEE



- 1. **REXALL GAUZE BANDAGE**, sterile. 2" by 10-yard roll, in box. Reg. 27¢, now... 2 for 28¢
- 2. **REXALL HYDROGEN PEROXIDE**, 3%. Have this cleansing wash on hand as first aid for cuts, insect bites and poison ivy irritation. Meets United States Pharmacopoeia standards for purity and strength. Pt., 45¢, 2 for 46¢
- 3. **REXALL PLASTIC ADHESIVE TAPE** has famous Pro-Cap adhesive—less irritating, sticks better, even on knuckles. Waterproof, flexible, flesh color. 1"x5 yds., 49¢, 2 for 50¢

FIRST-AID NEEDS

- 4. **REXALL MONACET APC** gives you 3-way cold relief in 1 tablet. Aspirin quickly relieves headache and all-over cold miseries. Phenacetin prolongs the relief; and caffeine assists the action of the other ingredients. Family-size bottle of 100, reg. 79¢, now... 2 for 80¢. Pocket-size bottle of 25, reg. 33¢, now... 2 for 34¢
- 5. **REXALL ASPIRIN FOR CHILDREN**. Famous, fast-acting Rexall Aspirin in one-grain tablets for children. They're orange-flavored—a favorite with kiddies. Bottle of 50 tablets, regularly 35¢, now a real saving at... 2 for 36¢
- 6. **REXALL MILK OF MAGNESIA** has a creamy-smooth consistency, made possible by a special process at the Rexall Drug Laboratories. This pure, mild laxative and antacid relieves temporary sluggishness and acid upset stomach. Pint, reg. 47¢, now... 2 for 48¢
- 7. **REXALL FUNGI-REX** for Athlete's Foot. This greaseless salve actually loosens infected skin so the fungus-killing ingredients can get at the root of the trouble. Quickly relieves itching and burning; helps prevent the continual re-infection that makes Athlete's Foot so stubborn. 1½-oz. tube, regularly 79¢, now... 2 for 80¢
- 8. **REXALL ALCO-REX**, rubbing alcohol compound for stiff, aching muscles and all rub-down purposes. Full pint, reg. 59¢, 2 for 60¢
- 9. **REXALL WITCH HAZEL**, popular, low-cost facial astringent, after-shave lotion and mild liniment. Pleasing aroma. Pint, 63¢, 2 for 64¢
- 10. **REXALL EYELO** soothes tired, irritated eyes. Cleanses like natural tears. Generous ½ pint with free eyecup, reg. 79¢, now... 2 for 80¢
- 11. **REXALL BEEF, WINE & IRON TONIC**. Each ounce supplies 5 times the minimum daily adult requirement of iron, plus high-protein beef peptone. Pint, reg. \$1.89, now... 2 for \$1.90
- 12. **REXALL KLENZO ANTISEPTIC**, ruby-red, cinnamon-flavored mouthwash and breath freshener. Full pint, reg. 79¢, now... 2 for 80¢

- 1. **REXALL 3-WIDTH ADHESIVE TAPE** has ¼", ½" and ¾" widths on 1 spool. Waterproof. Has famous Pro-Cap adhesive—less irritating and sticks better. 5 yds., reg. 65¢, 2 for 66¢
- 2. **REXALL REX-SALVINE** soothes minor burns, scalds, sunburn and scratches. This antiseptic salve quickly relieves pain and protects the injured area. 1½-oz. tube, 59¢, 2 for 60¢
- 3. **REX-SALVINE AEROSOL**. Spray action quickly relieves minor burns. Reg. \$1.39, 2 for \$1.40
- 4. **REXALL TINCTURE IODINE**, USP strength and purity. Antiseptic and germicidal, to protect cuts and scratches. Reg. 35¢, now 2 for 36¢
- 5. **REXALL MERCUROCHROME**, antiseptic for cuts and scratches. ½ oz., 25¢, now 2 for 26¢
- 6. **REXALL SPIRIT AMMONIA, AROMATIC**. First aid for fainting. 1 oz., reg. 29¢, now... 2 for 30¢
- 7. **REXALL POISON IVY LOTION, AEROSOL**, quickly relieves smarting. \$1.69, now... 2 for \$1.70

DENTAL NEEDS

- 1. **REXALL TOOTHACHE DROPS** give quick, temporary relief until you can get to your dentist. Large bottle, reg. 39¢, now... 2 for 40¢
- 2. **REXALL DENTUREX PLATE CLEANER** is self-acting. Big 7½-oz. can, reg. 69¢, now... 2 for 70¢
- 3. **REXALL DENTUREX ADHESIVE POWDER** holds plates comfortably and firmly in place. Not irritating! 3-oz. can, reg. 79¢, now... 2 for 80¢
- 4. **KLENZO DENTAL PLATE BRUSH**, a Rexall exclusive. Has white nylon bristles, shaped to clean every crevice. Reg. 59¢, now... 2 for 60¢
- 5. **REXALL DENTAL FLOSS**, waxed nylon, 30-yard spool in glass tube, reg. 25¢, 2 for 26¢
- 6. **KLENZO CHILD'S TOOTH BRUSH** has fine-textured nylon bristles. Reg. 25¢, now... 2 for 26¢

FOR STOMACH UPSETS

- 1. **REXALL MILK OF MAGNESIA TABLETS**. Each tablet equals 1 teaspoonful of liquid Milk of Magnesia. Bottle of 85, reg. 47¢, now... 2 for 48¢
- 2. **REXALL ASPIRIN**, 5-grain. There is no finer, faster-acting aspirin made than Rexall's pure Aspirin. Taken with water, it is ready to go to work for you even before it reaches your stomach! Bottle of 36, reg. 27¢, now... 2 for 28¢; or handy pocket-tin of 12, reg. 12¢, now... 2 for 13¢
- 3. **REXALL ESSENCE OF PEPPERMINT** helps remove gas. 1 oz., reg. 49¢, now... 2 for 50¢
- 4. **REXALL SODA MINTS** quickly relieve gas, heartburn and excess stomach acidity. 140 peppermint-flavored tablets, 49¢, now... 2 for 50¢
- 5. **REXALL ANTACID GAS TABLETS** contain 2 antacid ingredients to neutralize excess stomach acidity; and oil of peppermint to relieve gastric distress. 40, reg. 39¢, now... 2 for 40¢
- 6. **REXALL MOTION SICKNESS TABLETS** help prevent nausea on boat, plane, bus, car or train. Pack of 12, reg. 89¢, now... 2 for 90¢

FOR FOOT COMFORT

- 1. **REXALL FOOT POWDER** soothes tired, tender, burning feet. Helps prevent irritation by reducing friction; absorbs perspiration and destroys odors. 4-oz. dispenser, 39¢, 2 for 40¢
- 2. **REXALL CORN SOLVENT** for the painless removal of hard corns and skin calluses. Bottle with glass applicator, regularly 39¢, 2 for 40¢

- 1. **REXALL CALAMINE LOTION** relieves heat rash and skin irritations. This thick, pink lotion forms a protective layer and provides astringent action. 4-oz. bottle, 35¢, 2 for 36¢
- 2. **REXALL GYPSY CREAM**, soothing, cooling lotion with zinc oxide for sunburn and minor skin irritations. ½ pt., reg. 69¢, now 2 for 70¢
- 3. **REXALL GLYCERIN** soothes and softens chapped, rough skin. 3 oz., 80¢, now... 2 for 81¢
- 4. **REXALL GLYCERIN AND ROSE WATER**, hand and face lotion. 4 oz., reg. 59¢, now... 2 for 60¢
- 5. **REXALL TOILET LANOLIN** conditions skin and hair. 3-oz. tube, regularly 65¢, now... 2 for 66¢
- 6. **REXALL LANOLIN**, USP strength, is a skin softener and lubricant. 1 oz., 33¢, now... 2 for 34¢
- 7. **REXALL EUDICAINE OINTMENT** relieves itching skin irritations and diaper rash. 1-oz. tube, or 1¼-oz. tube of Cream, reg. 79¢, now... 2 for 80¢

FOR SKIN CARE

- 1. **REXALL HYGIENIC POWDER** makes an ideal cleansing solution for use in spray or gargle when dissolved as directed. Also soothes minor skin irritations. 6 oz., 98¢, now... 2 for 99¢
- 2. **REXALL ASPIREX COUGH DROPS** with aspirin for quick relief from throat irritation, tickling and coughing caused by colds. 15¢, 2 for 16¢

CHECK YOUR MEDICINE CHEST

- 1. **REXALL PETROFOL**, a highly refined, heavy white mineral oil, acts as a gentle lubricant. Tasteless, odorless, not habit forming, not fattening. Pint, regularly 59¢, now... 2 for 60¢
- 2. **REXALL EPSOM SALT**, 4 oz., 21¢, now... 2 for 22¢
- 3. **REXALL CASTOR OIL**, 3 oz., 55¢, now... 2 for 56¢
- 4. **REXALL FLUID EXTRACT OF CASCARA**, Aromatic. Vegetable laxative. 4 oz., 98¢, now... 2 for 99¢
- 5. **REXALL CASCARA SAGRADA EXTRACT** Tablets. Mild laxative. 100, reg. 95¢, now... 2 for 96¢
- 6. **REXALL CASCARA COMPOUND PILLS**, Hinkle formula. 100, regularly 59¢, now... 2 for 60¢

LAXATIVE FORMULAS

- 1. **REXALL PETROFOL**, a highly refined, heavy white mineral oil, acts as a gentle lubricant. Tasteless, odorless, not habit forming, not fattening. Pint, regularly 59¢, now... 2 for 60¢
- 2. **REXALL EPSOM SALT**, 4 oz., 21¢, now... 2 for 22¢
- 3. **REXALL CASTOR OIL**, 3 oz., 55¢, now... 2 for 56¢
- 4. **REXALL FLUID EXTRACT OF CASCARA**, Aromatic. Vegetable laxative. 4 oz., 98¢, now... 2 for 99¢
- 5. **REXALL CASCARA SAGRADA EXTRACT** Tablets. Mild laxative. 100, reg. 95¢, now... 2 for 96¢
- 6. **REXALL CASCARA COMPOUND PILLS**, Hinkle formula. 100, regularly 59¢, now... 2 for 60¢

FAMOUS REXALL VITAMINS



- 1. **REXALL COD LIVER OIL, HIGH POTENCY**. Contains more than twice USP minimum standard for Cod Liver Oil vitamin potency. 1 teaspoon provides 1½ times MDAR* of vitamins A and D. Pint, regularly \$1.49, now... 2 for \$1.50
- 2. **REXALL THERAMINS**, therapeutic formula providing high potency vitamins B₁, B₂, A, C, and D. 50, regularly \$4.75, now... 2 for \$4.76
- 3. **REXALL POLYMULSION FOR CHILDREN** and infants. 1 tsp. provides daily requirements of vitamins A, D, B₁, B₂, and C. Pleasantly flavored. Pint, regularly \$3.59, now... 2 for \$3.60; or 4-oz. bottle, regularly \$1.15, now 2 for \$1.16

CHILDREN'S FORMULAS

- 4. **REXALL BREWER'S YEAST TABLETS** provide B₁ and B₂ at low cost. 250, 98¢, 2 for 99¢
- 5. **REXALL ASCORBIC ACID TABLETS**, vitamin C. Bottle of 100, 250-mg. tablets, \$4.09, 2 for \$4.10; or 100-mg., \$1.98, 2 for \$1.99. Bottle of 100, 50-mg., regularly \$1.09, now 2 for \$1.10
- 6. **REXALL DICALCIUM PHOSPHATE** capsules supply calcium, phosphorus, vitamin D. Excellent for new mothers. 100, \$1.24, 2 for \$1.25
- 1. **PERCOCOD TABLETS**. 2 good-tasting tablets a day supply 1½ times min. requirements vitamins A and D. 110, reg. 98¢, now... 2 for 99¢
- 2. **REXALL POLYCAPS**. One cap supplies the daily min. requirement of these vitamins for children to age 12: A, D, B₁, B₂, niacinamide and vitamin C. 72, reg. \$1.98, now... 2 for \$1.99
- 3. **REXALL POLYDROPS** mix with baby's formula to supply vitamins A, D, B₁, B₂, C, nicotinamide and panthenol. 30cc. bottle, regularly \$2.09, now save at... 2 for \$2.10

B-COMPLEX VITAMINS

- 1. **REXALL VITAMIN B₁₂ CONCENTRATE**. Bottle of 100, 25-mcg. tablets, \$4.85, 2 for \$4.86; 100, 10-mcg. tabs, reg. \$2.30, now 2 for \$2.31; 100, 5-mcg. caps or tabs, \$1.20, now... 2 for \$1.21
- 2. **REXALL BETA-CAPS** supply 5 B-complex vitamins at low cost. 100, reg., \$2.00, 2 for \$2.01
- 3. **REXALL THIAMINE HYDROCHLORIDE** B₁. 100-mg. tablets provide 100 times MDAR*. Bottle of 100, regularly \$7.98, now 2 for \$7.99; 50-mg., 100, regularly \$4.59, now 2 for \$4.60; 25-mg., 100, regularly \$2.98, now 2 for \$2.99; 10-mg., 100, regularly \$1.51, now 2 for \$1.52
- 4. **REXALL VITAMIN B-COMPLEX CAPSULES**. 5 B-complex vitamins. 100, \$2.59, 2 for \$2.60

MULTIPLE VITAMINS AND MINERALS

- 1. **REXALL MINERALIZED B-COMPLEX** supplies nine B-vitamins including B₁₂ and high-potency B₁ and B₂; vitamin C; 11 minerals plus iron, yeast and liver. 100, reg. \$5.95, 2 for \$5.96
- 2. **REXALL PANOVITE WITH MINERALS**. One capsule supplies 9 vitamins including B₁₂, plus 11 minerals. 100, reg. \$4.95, 2 for \$4.96
- 3. **REXALL V-10 MULTI-VITAMIN TONIC**, 5 times MDAR* of iron, twice MDAR of vitamin B₁, and MDAR of vitamins A, D, and B₂, plus B₁₂ and liver concentrate. Pint, \$1.98, 2 for \$1.99

SPECIAL FORMULAS

- 1. **REXALL ALPHACAPS**, high-potency vitamin A. 50,000 U.S.P. unit strength supplies 12½ times MDAR*. 100, reg. \$7.95, now 2 for \$7.96; 25,000 U.S.P. supplies 6¼ times MDAR. Bottle of 100, regularly \$4.00, now... 2 for \$4.01
- 2. **REXALL A & D TABLETS**, 1¼ times MDAR*, vitamins A and D. 100, \$1.19, now... 2 for \$1.20
- 3. **REXALL WHEAT GERM OIL** capsules. A very good source of vitamin E. 50, 98¢, 2 for 99¢
- 4. **REXALL YEAST & IRON** tablets supply iron and B-vitamins. 100, reg. 89¢, now... 2 for 90¢
- 5. **REXALL A, B, D, & G** capsules. 2 supply 1¼ times MDAR* of vitamin A, twice MDAR, vitamin D, MDAR of B₁, B₂; plus niacinamide. Bottle of 100, regularly \$1.59, now... 2 for \$1.60

*MDAR: Minimum Daily Adult Requirement

GIFT WRAPS AND DESK SUPPLIES



- 1. **ELITE LINEN INK TABLET** in the popular note size. Your choice of ruled or unruled. Stock up now. Regularly 25¢, now... 2 for 26¢
- 2. **ELITE LINEN ENVELOPES**. Cello pack of 25 to match note tablet. Reg. 25¢, now, 2 for 26¢

ATTRACTIVE GIFT WRAPS

- 3. **CASCADE ALUMINUM FOIL**, designs or solid colors. 20"-wide roll, reg. 50¢, now... 2 for 51¢
- 4. **SPARKLE-GLO ENSEMBLE**. Big 20" x 30" glitter sheet and gift card. Reg. 25¢, now, 2 for 26¢
- 5. **FLORENTINE METAL GIFT WRAP**, deluxe, new paper with beautiful sheen and embossed pastel colors. 2 sheets 20" x 26", reg. 39¢, 2 for 40¢
- 6. **HI-GLOSS GIFT WRAP**. 20" x 48" sheets of "enamel finish" paper. Pack, reg. 39¢, 2 for 40¢
- 7. **CASCADE GIFT WRAP PAPERS**. Big 20" x 30" sheets for every occasion; special designs for birthdays, weddings and showers, baby shower, children's gifts. 2 sheets, reg. 15¢, 2 for 16¢; 3 fine quality sheets with exquisite designs, many with metallic glitter, reg. 25¢, 2 for 26¢
- 8. **RAYON RIBBON**, wide. Solid and two-color or three-color. ½"x15' spool, reg. 25¢, 2 for 26¢

STATIONERY SAVINGS

- 1. **ELITE LINEN TABLET**. Letter-size for all occasions. Ruled or unruled. Reg. 25¢, now... 2 for 26¢
- 2. **ALL PURPOSE TABLET** for pencil or ball pen. 8" x 10", ruled. Regularly 39¢, now 2 for 40¢
- 3. **AIRMAIL TABLET**. Reg. 25¢, now... 2 for 26¢
- 4. **TYPEWRITER TABLET**. 8½"x11" quality bond paper. Regularly 39¢ each, now... 2 for 40¢
- 5. **"MAKE-A-NOTE" PAD**, handy in a colored cover. 360 3" x 4" sheets, reg. 39¢, now... 2 for 40¢
- 6. **COMMERCIAL ENVELOPES**. White, large No. 10 size in jumbo cello pack. Reg. 25¢, 2 for 26¢
- 7. **ENVELOPES**. White, No. 10, reg. 15¢, 2 for 16¢; White, No. 6½, Regular 10¢ pack... 2 for 11¢

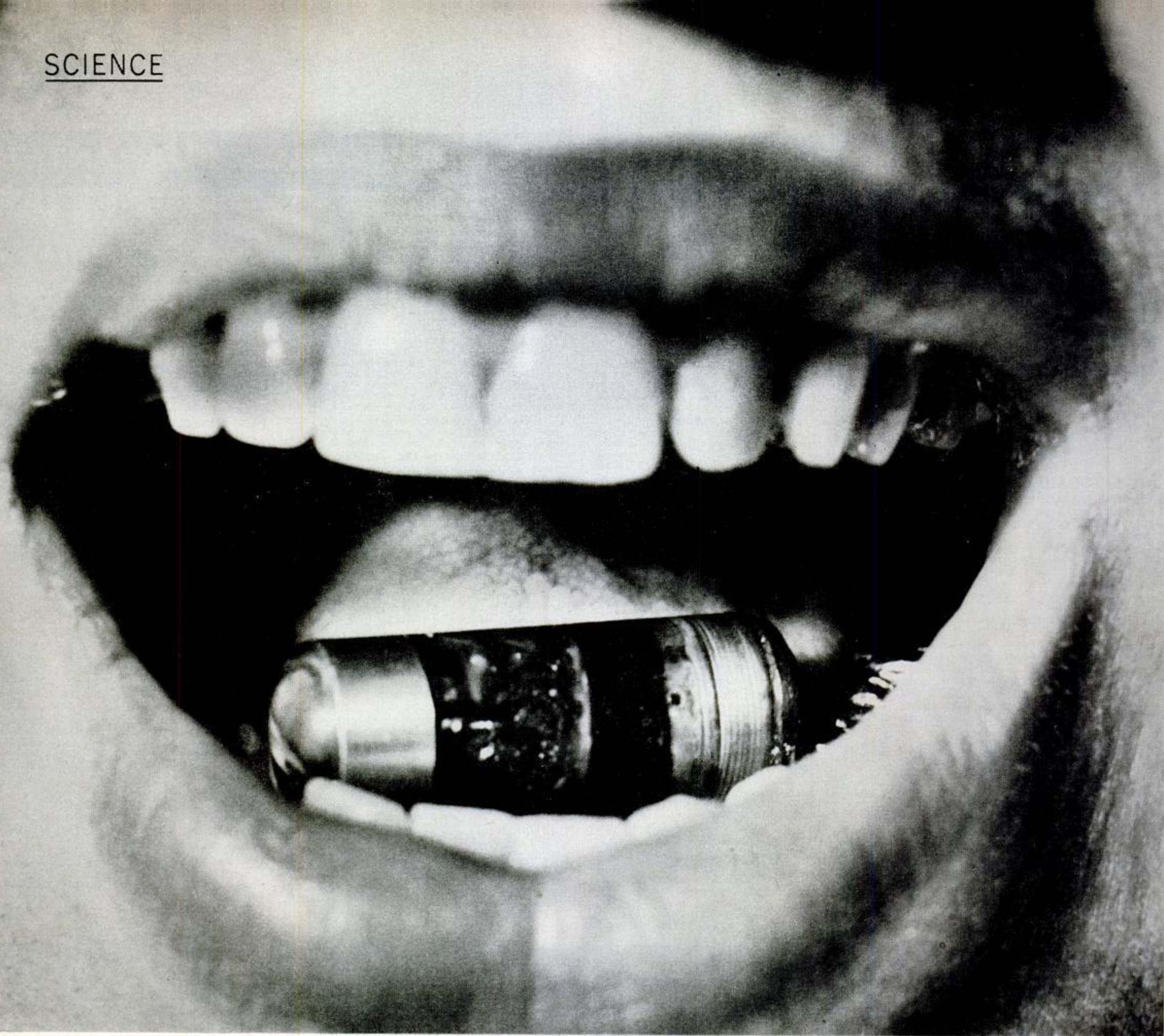
- 4. **COMMERCIAL ENVELOPES**. White, No. 6½ size, regular 25¢ jumbo packs, now, 2 for 26¢
- 5. **LORD BALTIMORE DE LUXE BALL PEN**. Hitch-hiker ink supply. \$1.50, now... 2 for \$1.51
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- 8. **LEAD PENCILS**. Reg. 5¢. Stock up at 2 for 6¢
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These suggested retail prices are effective April 29 through May 4, 1957 and are subject to Federal Excise Tax where applicable. Right reserved to limit quantities. Rexall Drug Co., Los Angeles 34, California.

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THE FIRST VOLUNTEER TO SWALLOW THE TINY RADIO TRANSMITTER HOLDS THE CYLINDRICAL PLASTIC CAPSULE ON HER TONGUE BEFORE GULPING IT DOWN

RADIO MADE TO SWALLOW

On the tip of the tongue of the young lady above is an FM radio transmitter only twice the size of a vitamin capsule. She is about to swallow it so that traveling through her digestive tract it can broadcast changes of pressure in her stomach and intestines. Designed by Dr. V. K. Zworykin of RCA and Rockefeller Institute and Dr. John Farrar of Manhattan's veterans hospital, the

1½-inch-long radio "pill" sends out signals which are then recorded on an oscilloscope. By comparing contractions in a normal digestive tract with those in an ailing one, doctors hope to learn more about such intestinal troubles as chronic indigestion and colitis. And if hooked up to a loudspeaker the transmitter could produce the most hi-fi recording ever of a stomach gurgle.

SENDING SIGNALS from volunteer Gloria Ferris' digestive tract, pill reveals normal pattern on screen (left). Antenna, held on abdomen, picks up radio waves.



INSIDE INTESTINES the pill (arrow) is X-rayed, then examined by co-inventor Farrar. Patient had drunk barium to make intestines opaque and easier to see.





Recipe for fun: to 2 kids and 1 Johnson, add water!

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"Sweetest-running Johnsons ever!"

Sure the small fry are ready to go along. They know adventure waits off-shore. To take your family where the most fun is, choose from nine '57 Sea-Horses.

From the sturdy 3 hp Sea-Horse to the ultimate in outboards, the mighty 35 hp Golden Javelin, every model is packed with dependability features. There's easier manual starting on all, 12-volt electric starting on some. There's a new slip-clutch that ends drive pin worries! There's authentic Johnson quiet and economy. In addition, there are two new power classes—with five Sea-Horses now at 18 or 35 hp. See your Johnson dealer now. He's listed in your classified phone book.

FREE! 1957 Sea-Horse catalog, write: Johnson Motors, 259 Pershing Rd., Waukegan, Ill. Division of Outboard Marine Corp. In Canada: manufactured by Johnson Motors, Peterborough, Ont.

A million Sea-Horse owners will tell you JOHNSON KNOWS BEST

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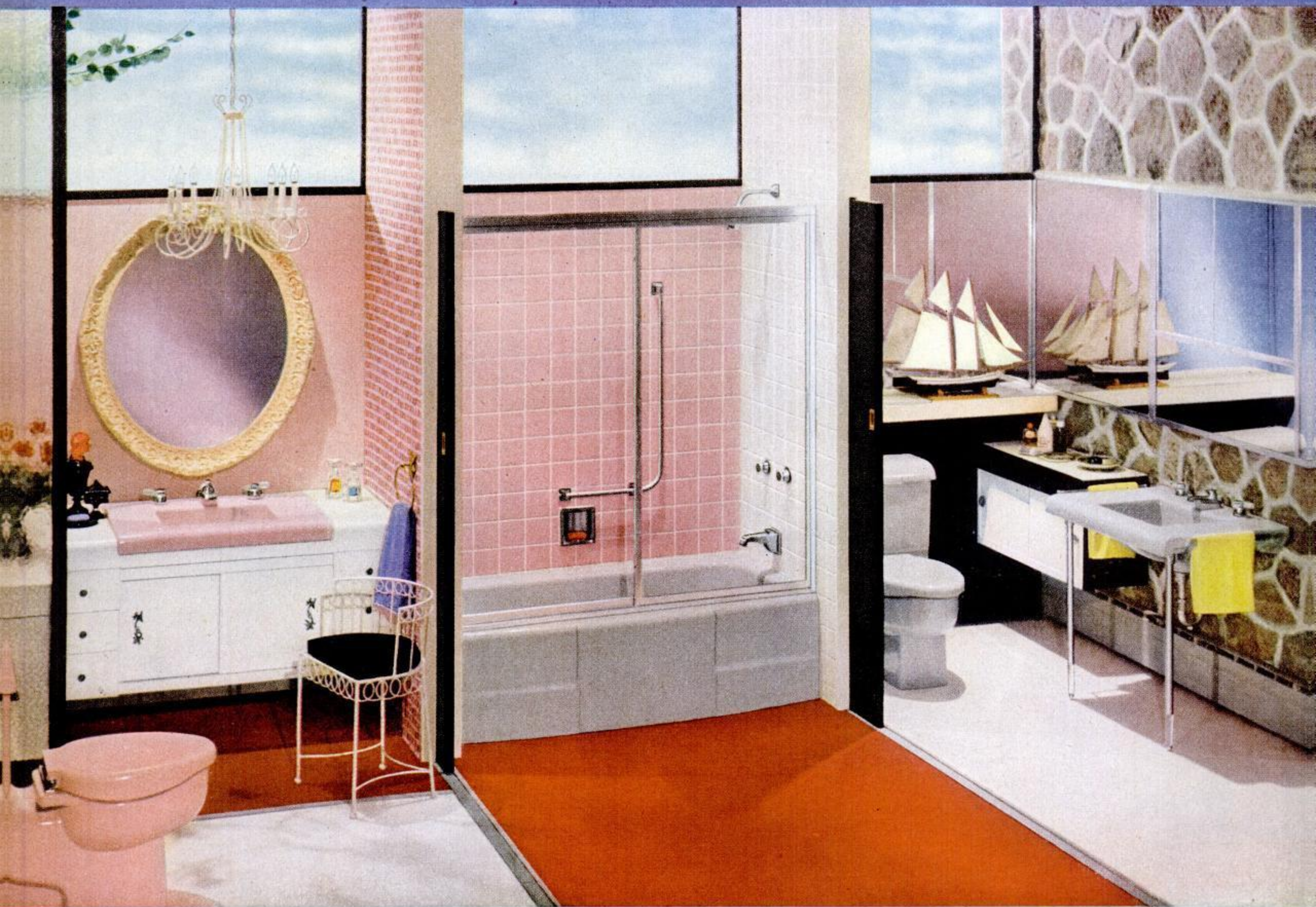
Golden Javelin*, Sea-Horse 35*,
Sea-Horse 35, Sea-Horse 18*,
Sea-Horse 18, Sea-Horse 10,
Sea-Horse 7½, Sea-Horse 5½,
Sea-Horse 3. Nine models in all.

*12-volt electric starting (new quick-charging generator available as accessory on first two models). Prices f.o.b. factory, subject to change. OBC certified brake hp at 4000 rpm (18s and 35s at 4500)



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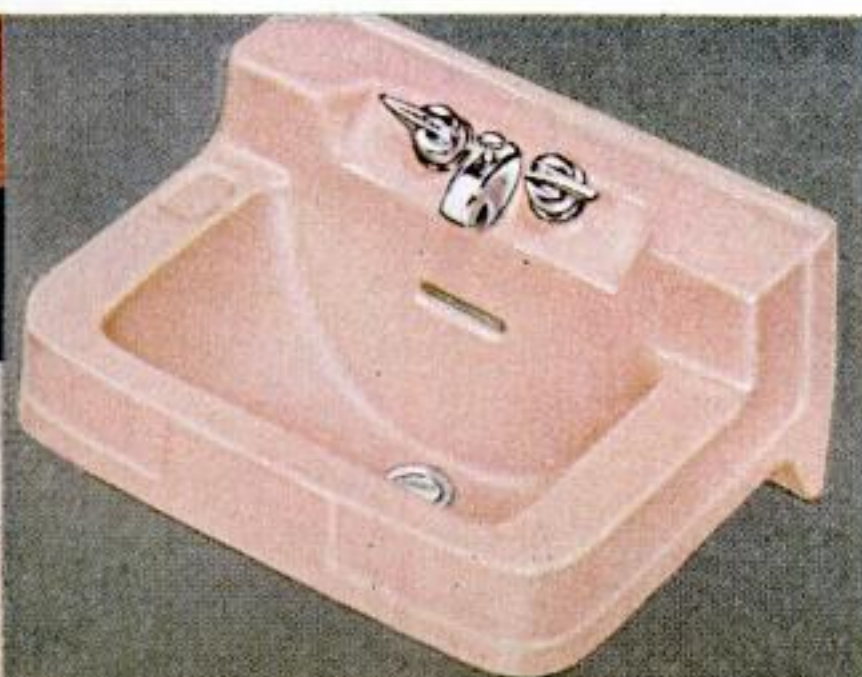


"Mr. and Mrs. Bathroom" shows two different fixture colors used in a compartment-type bathroom. Shell Pink Criterion lavatory and water closet for one area; French Grey Criterion bathtub, water closet, and lavatory for the other. Tub is porcelain-enameled cast iron. Other fixtures lustrous vitreous china.

Oxford in Shell Pink. Roomy, rectangular basin. In white, \$46.90. Room colors: Cardinal, Black, Eggshell, Pink.*

Westland in Sky Blue. Smart, modern design. In white, \$48.15. Room colors: Robin's Egg Blue, India Red, Eggshell, Powder Blue.*

Diana in French Grey. Large, flat top area for toiletries. In white, \$123.45. Room colors: Black, White, Pink, Lemon.*



NEW

NEW! **Color planning** **in the bathroom** **made easy**

Here Crane shows you samples
of Crane color fixtures...and some
of the colors that go best with them

Today you can be as bold in your use of colors in the bathroom as you are in any other room in the house. Planning colors to go with color fixtures is now quite easy (and fun too) with Crane's new decorator-approved colors shown below.

However, while you're having fun choosing colors, don't forget that any bathroom is really only as attractive as its fixtures. All Crane fixtures are styled

by famed designer Henry Dreyfuss to look modern years from now. All feature Crane's exclusive Dial-ese controls. And all are available in white and seven sparkling colors in just the right shade.

Whether you're building, remodeling, or just dreaming, clip and save these new color ideas from Crane. Better still, see the colorful fixtures themselves at your neighborhood Crane Dealer.

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VALVES • FITTINGS • PIPE • PLUMBING • KITCHENS • HEATING • AIR CONDITIONING

FREE! "Color Planning for Bathrooms"

Prepared in consultation with famous color expert Maria Bergson. Shows simple way to use contrasting, harmonizing, and monochromatic colors for walls, ceilings, floors, and accessories. Get your copy from your Crane Dealer.



*Suggested consumer prices less supplies and trap.

Choose the colors for your bathroom from the color "chips" below



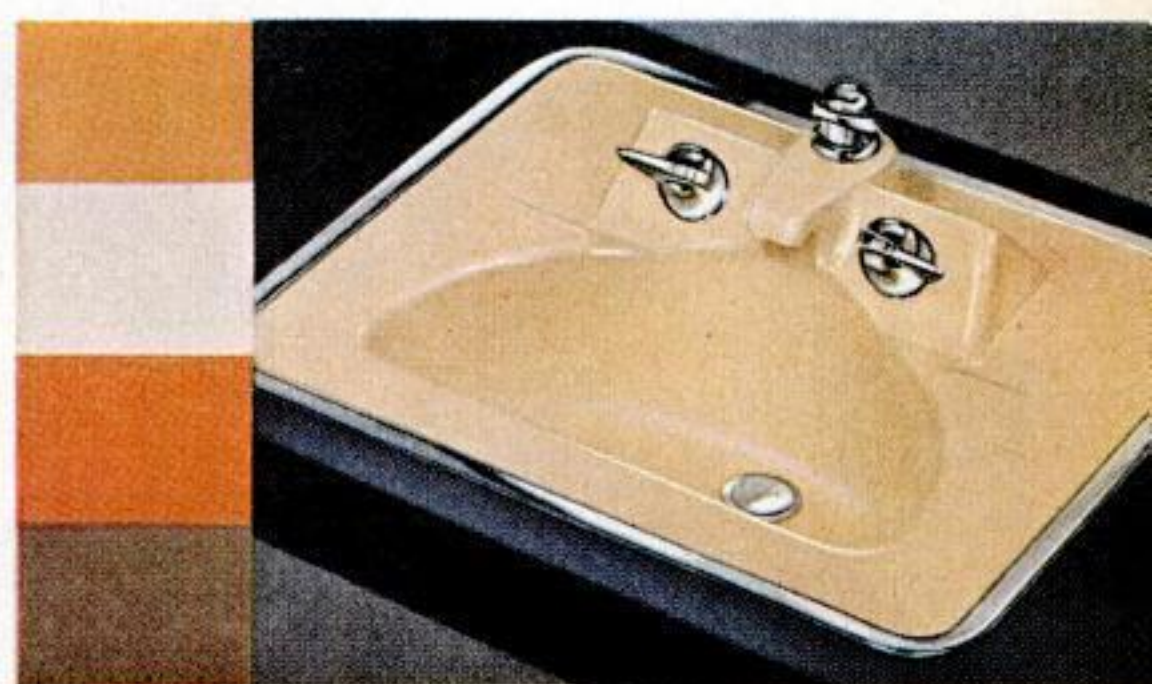
Criterion in Sky Blue. *Finest lavatory made. In white \$117.45.* Room colors: Antique Bronze, Ivory, Powder Blue, Greyed Turquoise.*

Beverly in Pale Jade. *Distinctive modern lines. In white, \$70.80.* Room colors: Antique Bronze, Eggshell, Sea Green, Black.*



Drexel in Citrus Yellow. *Graceful molded china spout. White lavatory, \$97.75.* Room colors: Wheat, White, Spice Tan, Copper Bronze.*

Countess in Persian Red. *Distinctive lavatory with large basin. In white, \$50.15.* Room colors: Black, Pink, White, Warm Grey.*



Marcia in Sun Tan. *Large, semi-oval basin. In white, \$85.65.* Room colors: Golden Apricot, Eggshell, Pumpkin, Brown.*

Elayne in White. *Largest basin of Crane countertops. Lavatory, \$95.35.* Room colors: Steel Blue, Orange, Ivory, Slate Blue.*





Be Chewsy

CHOOSE THE ONE THAT "BELONGS"

BEECH-NUT...the quality gum



the 5¢ luxury

The Bookkeepers' Big Night Out

Paddy Chayefsky's sentimental little stories of the people who ride New York's subways began with *Marty*, the tale of an unloved butcher, and went on to *The Catered Affair*, the story of a taxi driver's overambitious wife. Now in *The Bachelor Party*, a Hecht-Hill-Lancaster movie under United Artists release, Chayefsky's characters wear white collars.

They are bookkeepers groping for gaiety during a night out to honor one of their number about to be married. They have dinner, watch stag

movies, wander from bar to bar, crash a Greenwich Village party. Each reveals a little of his fears and loneliness. As he hears their troubles, the main character, Charlie, a rebellious married man sensitively played by Don Murray (p. 82), becomes reconciled to the prospect of fatherhood. Chayefsky, with ears attuned to every whisper of joy and whimper of woe under New York's nervous noises, lovingly creates his characters by setting down their prosaic talk and writing of them all with warmth.



NIGHT OF MILD NAUGHTINESS starts in restaurant where the bookkeepers drink too much, talk too loud and all at once. The groom-to-be, Arnold (Philip Abbott, right), is given silly presents. At sight of a baby's bottle Walter (E.G.

Marshall), the oldest in the party, pushes by Charlie (Don Murray, left) to babble approval. "Something to keep him busy on cold nights? That is a funny one! Hey, who bought these? You buy these, Eddie? You got a good sense of humor."



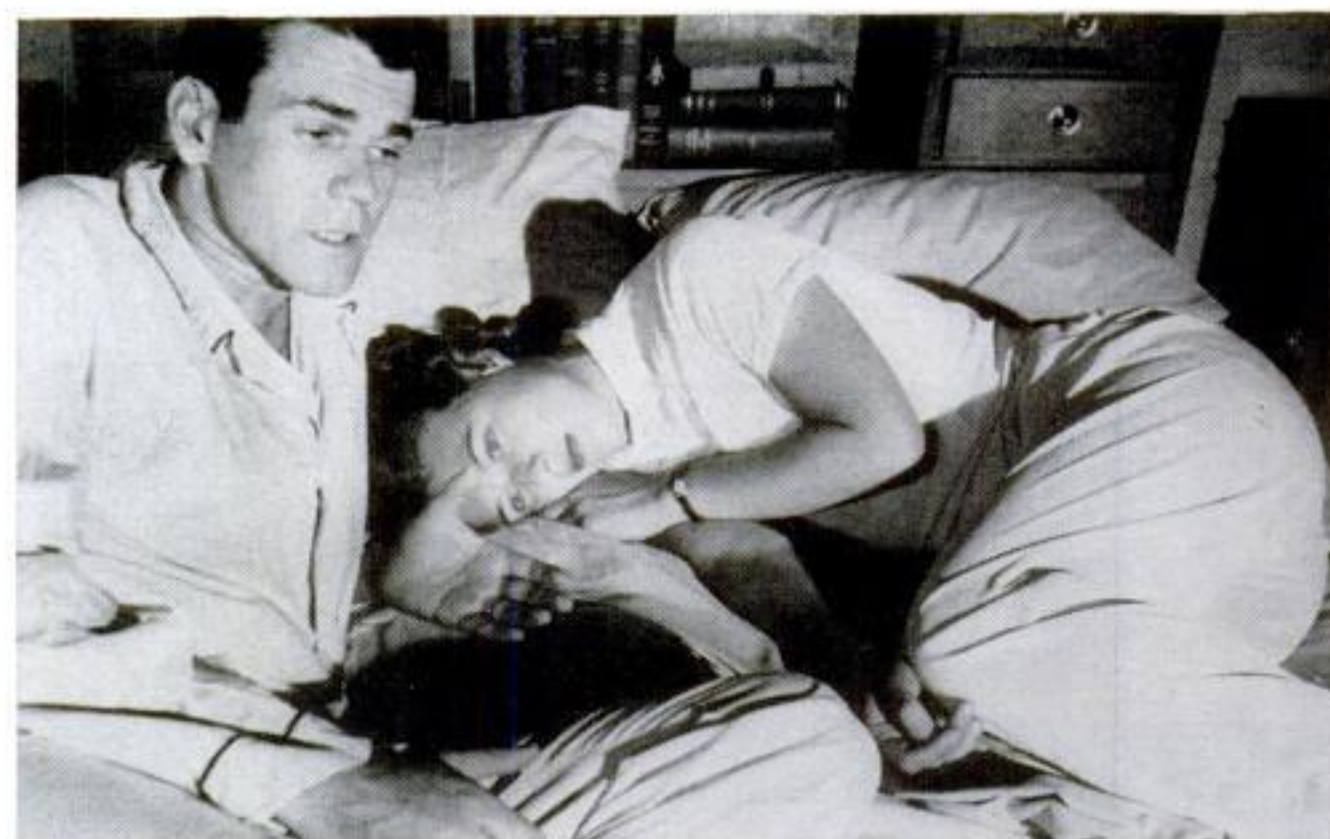
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You can count on getting a Burroughs Adding Machine with exactly the right features, capacity and price for you. Three styles (pictured from top to bottom): full-keyboard Director, compact Ten Key, economy-buy Thriftline. And within each style, the most complete line of machines in the business. See a demonstration at our nearby branch or dealer. Burroughs Corporation, Detroit 32, Michigan.

BURROUGHS
ADDING MACHINES



BIG NIGHT OUT CONTINUED



BEFORE THE DINNER Charlie tells his wife (Patricia Smith) that he will delay his accountancy studies because she is going to have a baby. He mutters, "Just give me a couple of days to get used to the idea. I'll be okay."



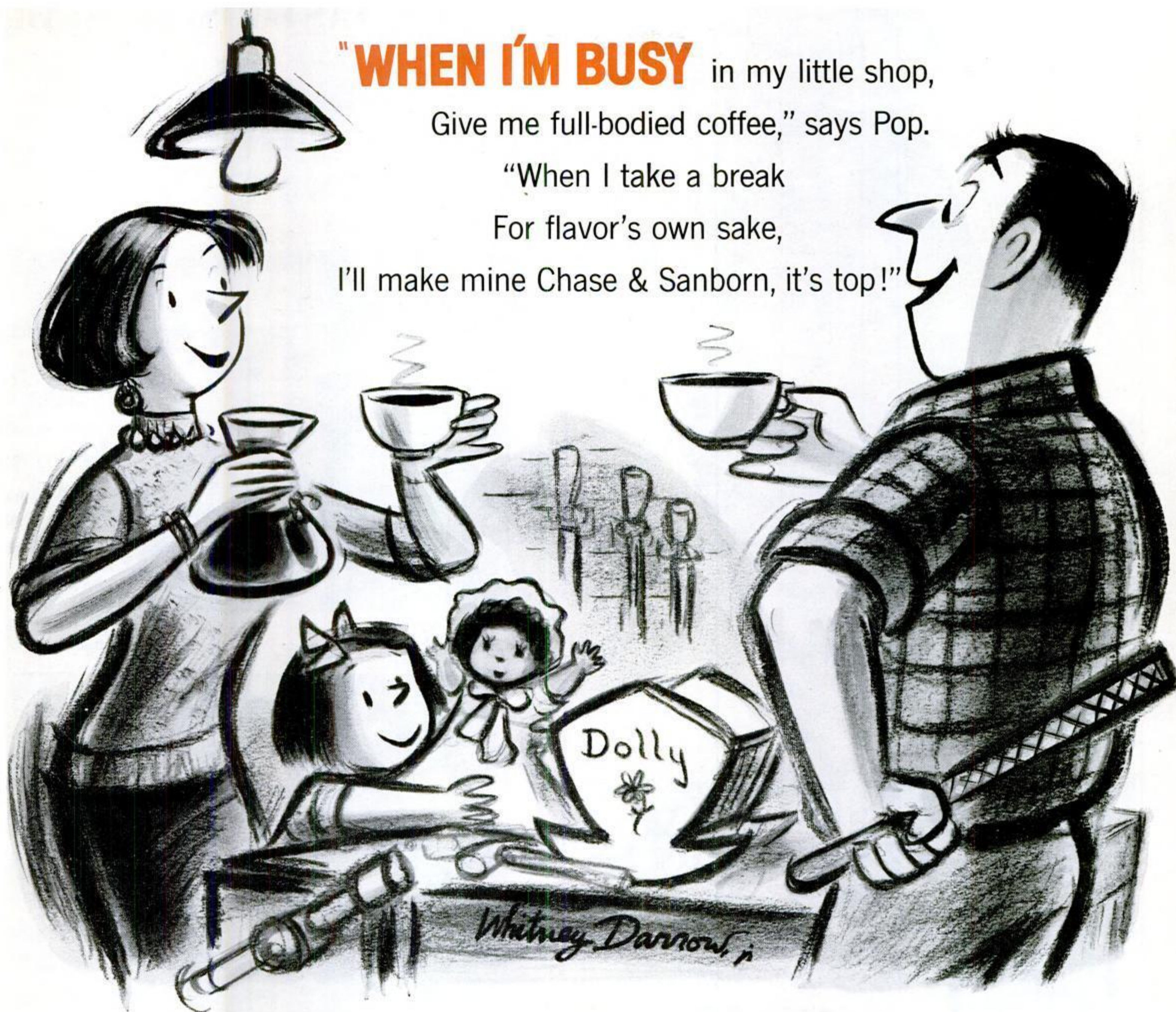
AFTER THE DINNER, riding a subway train, asthmatic Walter drunkenly tells the others what a doctor had told him the day before: "I'm gonna die—you know what I mean? I mean . . . er . . . ah . . . he says I'm gonna die."



AT STUDIO PARTY unhappy Charlie halfheartedly tries to make love to a lonely talkative girl (Carolyn Jones) who is posing as an ardent existentialist. When she fails to keep a date to meet him in a bar, he goes home to his wife.

"WHEN I'M BUSY in my little shop,
Give me full-bodied coffee," says Pop.

"When I take a break
For flavor's own sake,
I'll make mine Chase & Sanborn, it's top!"



Next time give yourself a... **FLAVOR BREAK**



Whenever you're in the mood for coffee
... mealtime or any time—give yourself
a Flavor Break with Instant Chase &
Sanborn. This is the full-bodied coffee
... brimful of flavor ... fully satisfying.
For a full cup of flavor, make Instant
Chase & Sanborn. One sip and we
predict ... you'll buy it *always!*



*Makes the kind of good coffee
everyone loves*

"A welcome break," says Mrs.
Lee Cheyne of Philadelphia, Penna.
"What with two children and a
house to run, I just couldn't get
through the day without time out
for coffee. This New Instant Chase
& Sanborn is way better than the
instant coffee we've been using.
So quick and simple, too."



ANOTHER FINE PRODUCT OF
STANDARD BRANDS INC.

INSTANT CHASE & SANBORN —the full-bodied coffee

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FILM'S FAST-RISING STAR

A newcomer to movie fame, in *Bus Stop* (LIFE, Aug. 27, 1956) Don Murray nearly stole the film from Marilyn Monroe. In *Bachelor Party* he proves himself acting equal to veterans. Now 27, a sensitive and religious man, he was a conscientious objector after the war and worked for 2½ years among displaced persons in Europe. He is trying to resettle 3,000 of them still in camp near Naples. When, as an actor in *Bachelor Party*, he was rejecting fatherhood, Don was personally welcoming it. A son was born to his wife, actress Hope Lange, in March.



JOKING WITH WIFE at party, Don says German fire engines go slow. Ladders reach four stories, firemen wait until building burns that far down.



IN SUNDAY AFTERNOON SPORT, Don plays touch football with children in Beverly Hills, Calif. In school he won letters in football and track.



ON WAY TO BULLFIGHT in Tijuana, Murray gets wifely pat on cowlick. They did not like fight but said Mexicans might feel same about U.S. sports.

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Slacks

It's the Fashion...
RELAX
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May 4 is Derby Day! At the Kentucky Derby, as at every event, more men will wear Haggar Slacks than any other brand. You can't beat them for style, fit and comfort!

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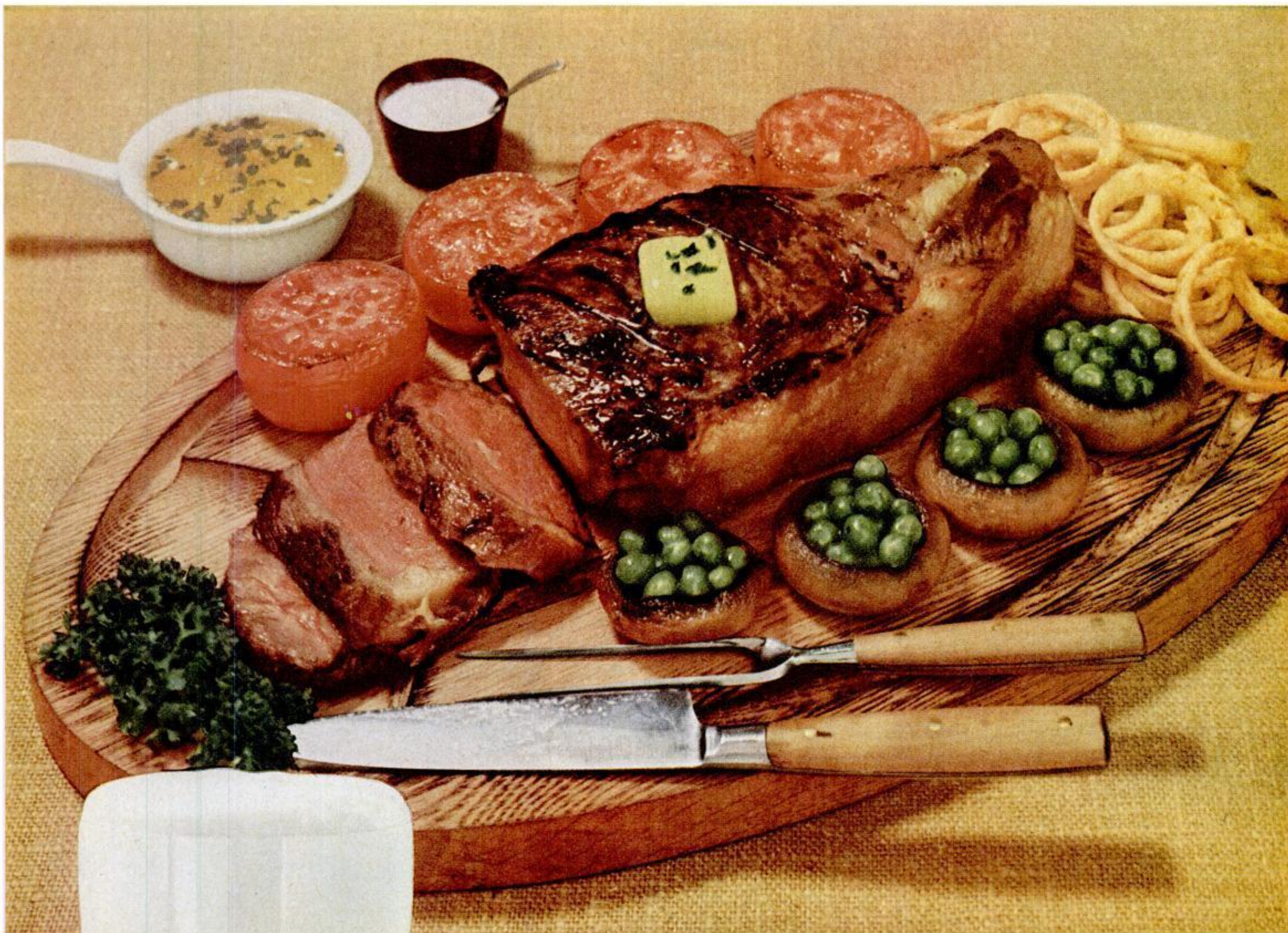
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About **\$10⁹⁵**

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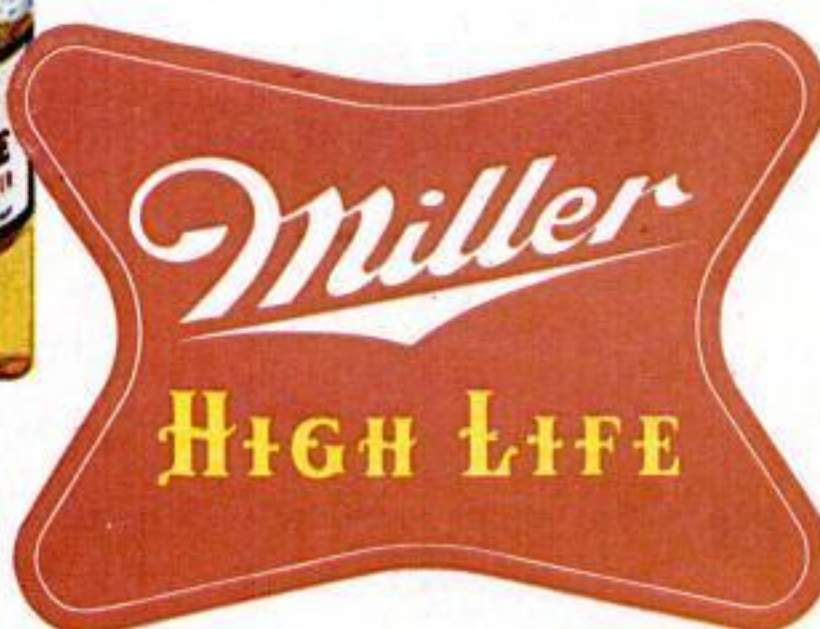


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Brewed and Bottled By The Miller Brewing Company ONLY . . . and ONLY in Milwaukee, Wisconsin



New balanced place setting. Notice the pleasing symmetry. Each piece curves toward the plate . . . tells you its proper place!

Springtime

A NEW PATTERN IN 1847 ROGERS BROS.



International
sets the
loveliest tables
in America

Beautiful, beautiful

Springtime

The first silverplate design with a "hand cut" look

Springtime is more than just a new pattern—it's a completely new idea in silverplate art—brought to you in 1847 Rogers Bros.

Instead of the usual "raised" design, Springtime's dainty flower sprig is wrought right into the shining silver itself. Each tiny petal and leaf is so perfectly formed, it looks "cut in" by hand.

Notice, too, the "balanced" place setting. Each piece curves toward the plate. It's the most refreshing modern pattern in years. And, because it's 1847 Rogers Bros., it's made to *keep* its beauty for a lifetime.

A 52-piece service for 8 costs only \$99.75—in a handsome drawer chest. Convenient terms. Matching trays, platters, and beverage service, including stunning coffee pot above, also available. See beautiful, beautiful Springtime—now at your store. (Also available in Canada.)

Special Introductory Offer! Springtime Hospitality Set—8-inch round silver tray with removable ceramic center and silver cheese knife—a lovely server for many occasions. A \$10.50 value—only \$4.95 (plus Fed. tax). Wonderful for yourself, or as a gift!

1847

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A History of the English-Speaking Peoples

FAMOUS MEN IN A



BATTLE OF RAMILLIES, shown in colored German engraving, took place in Belgium in 1706. Allied armies (left, as shown in plan at top of frame) under Marlborough defeated French (background) in what was probably the largest cavalry battle in history, involving 25,000 horsemen. French lost 13,000 men.

COURTESY THE PARKER GALLERY, LONDON

CENTURY OF WARS

by SIR WINSTON CHURCHILL

AN AGE OF WAR plagued the English-speaking peoples in the 18th and early 19th centuries. The third volume of Sir Winston's *History*, which describes the dramatic events in America during this period (LIFE, April 15 and 22), also presents vivid portraits of the great figures who ruled England's destiny in this time of crisis. Although England lost her American colonies through revolution, her armies and navies were eminently successful in other parts of the world, and from these struggles and victories emerged the foundations of the British Empire.

That England not only survived but triumphed in this age was due in large measure to the greatness of her leaders, in Parliament, on the battlefield and on the seas. In this installment Sir Winston portrays these leaders in their greatest moments when, through courage and ingenuity and determination,

they left their indelible marks on the history of their country.

The first of these great leaders was Sir Winston's ancestor, John Churchill, Duke of Marlborough. As the 18th Century began, the French monarch Louis XIV threatened to overrun Europe. The allied armies of England, Holland, Denmark and Prussia ranged themselves against the vast might of France, and at their head as commander in chief was Marlborough. Taking command in 1702, Marlborough, in Sir Winston's words, "strode forward against tremendous odds upon ten years of unbroken victory." Perhaps his finest moments came at the Battle of Ramillies in 1706 and in the campaign of 1711, which are described below.

Transitional paragraphs have been prepared to serve as bridges between passages of the *History*. These transitions are indented from Sir Winston's text, which now begins.

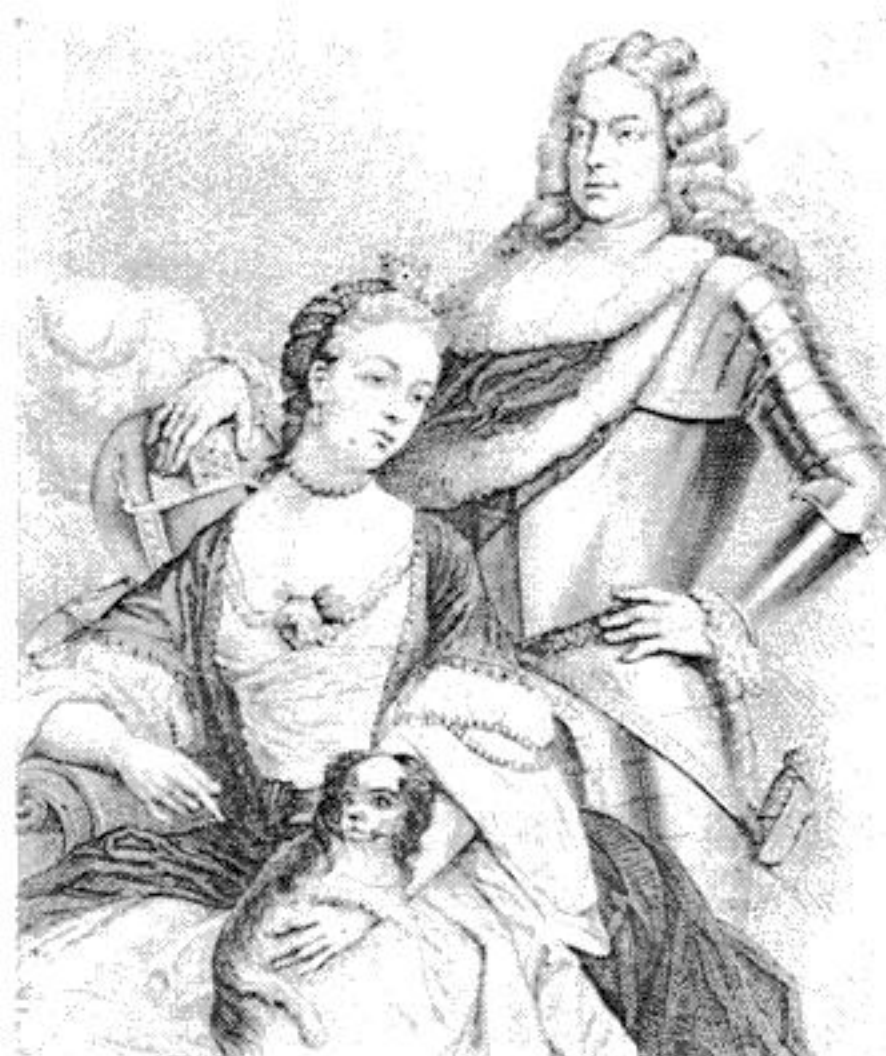
LOUIS XIV had convinced himself that a defensive war could not be maintained against such an opponent as the Duke of Marlborough. In robust mood in the spring of 1706 he authorized Marshal Villeroy to seek a battle at the beginning of the campaign, and furnished him with the best-equipped army of France, all clothed in new uniforms and in perfect order. On May 18 Marlborough's Intelligence Service reported heavy French assemblings on the left bank of the Dyle River in Belgium, and on the 19th news arrived that the French army had crossed the Dyle and advanced to within four miles of Tirlemont. The whole region was familiar to both sides, and had long been regarded as a possible ground of great battle. It was one of the most thoroughly comprehended terrains in Europe. Marlborough, summoning the Danish horse, who had hitherto been held back because they had not been paid, marched to meet Marshal Villeroy.

At dawn on May 23 the two armies were in presence near the village of Ramillies. Marlborough, having deployed, about noon began a heavy but feigned attack upon the French right with the British troops. Availing himself of the undulations of the ground, he hurled the whole mass of the Dutch, British and Danish cavalry, over 25,000 strong, upon the French horse between the villages of Tavier and Ramillies. Here stood the finest cavalry of France, including the famous Household troops.

Casting aside his veil of secrecy and maneuver, Marlborough exclaimed, "I have five horses to two."

Actually he had first a superiority of four horses to three and finally five to three. But it was enough. After furious fighting, in which forty thousand horsemen were engaged, Marlborough broke the French line, drove their right from the field, and compromised their center. Forgetting his duty as Commander in Chief, he charged into the cavalry battle, sword in hand. He was unhorsed and ridden over by the enemy.

His equerry, Colonel Bingfield, while helping him to mount a second charger, had his head carried off by a cannon ball which



THE MARLBOROUGHS, John and Sarah, were politically powerful. Through friendship with queen, Sarah advanced husband's career.

passed close to Marlborough's leg as he threw it over the saddle. But the Duke soon resumed his full control of the tremendous event.

His main infantry attack now broke upon the village of Ramillies, while his victorious cavalry, forming at right angles to the original front, swept along the whole rear of the French line. All the Allied troops now advanced, and the French army fled from the field in utter ruin.

In this masterpiece of war, fought between two armies almost exactly equal in strength and quality, the military genius of the English General, with a loss of less than five thousand men, destroyed and defeated his opponents with great slaughter and thousands of captives. Night shielded the fugitives, but less than a quarter of them escaped, and all their cannon were abandoned on the field.

The consequences of Ramillies were spectacular. In effect, the Battle of Ramillies conquered Belgium. Fortresses, the capture of any one of which would have rewarded the efforts of a long campaign, fell by the dozen. Antwerp and Brussels surrendered.

FINAL VICTORY over France eluded the allies despite the triumphs of Marlborough. In the summer of 1711 he conducted his last and perhaps his most brilliant campaign. During the winter the French Marshal Villars had constructed great defensive works in northern France which he proudly called the "Ne Plus Ultra" lines. There he planted his army and awaited attack. Marlborough's task was to crack these lines or, by trickery, to get around them.

THE great armies formed against each other and the lines of battle were drawn. Everyone expected an onslaught. The Allied generals were deeply distressed. They thought that Marlborough

CONTINUED

would lead them to an appalling slaughter. On August 4 the Duke in person conducted a reconnaissance along the whole of Villars' front. He allowed large numbers of officers to accompany him. He marked the places where he would plant his batteries and pointed to the positions he would assault. Only his immense prestige prevented outspoken protests, and many observers condemned the openness with which he spoke of his plans for battle.

That night Villars was filled with hope. He had summoned every single battalion and battery on which he could lay his hands from all other parts of his lines. Marlborough's soldiers had blind faith in a leader who had never led them wrong. But the high command was full of aches and fears. They did not notice that the English General Cadogan had silently slipped away from the great reconnaissance. They wondered at the absence of their artillery.

At length tattoo beat and darkness fell. Orders came to strike tents and stand to arms. Soon staff officers arrived to guide the columns, and in less than half an hour the whole Allied army was on the march to the left. All through the moonlit night they marched eastward. The march was pressed with severity; only the briefest halts were allowed. But a sense of excitement filled the troops. It was not after all to be a bloody battle. The "Old Corporal" was up to something of his own. Before five o'clock on the morning of the 5th they reached the Scarpe River, near Vitry. Here the Army found a series of pontoon bridges already laid, and as the light grew they saw the long columns of their artillery now marching with them.

At daybreak Marlborough, riding in the van at the head of fifty squadrons, met a horseman who galloped up from Cadogan. He bore the news that Cadogan and the Prussian General Hompesch, with twenty-two battalions and twenty squadrons, had crossed the causeway at Arleux at 3 a.m. and were in actual possession of the enemy's lines.

Marlborough now sent his aides-de-camp and staff officers down the whole length of the marching columns with orders to explain to the officers and soldiers of every regiment what he was doing and what had happened, and to tell them that all now depended upon their marching qualities. "My Lord Duke wishes the infantry to step out." As the light broadened and the day advanced, the troops could see upon their right, across the marshes and streams of the Sensée River, that the French were moving parallel to them within half cannon-shot. But they also saw that the head of the French horse was only abreast of the Allied foot. During August 5 the bulk of the Allied army had crossed the Sensée and was drawing up inside the enemy's lines. thousands of exhausted soldiers had fallen by the way, and large numbers died in the passion of their effort.

In the result Marlborough formed a front beyond the lines, which Villars was unable to attack. There was, and is, a controversy whether Marlborough should not have attacked himself. But instead of forcing a battle he moved rapidly to his left and cast his siege-grip on the fortress of Bouchain.

The forcing of the "Ne Plus Ultra" lines and the siege and capture of Bouchain were judged by Europe to be outstanding manifestations of the military art. Villars, with an army equal to Marlborough's whole strength, strove vehemently to interrupt the operation.

Marlborough, having obtained six thousand workmen from Flanders and Brabant, constructed lines of circumvallation around the whole of Bouchain. He personally conducted the siege and commanded the covering army. At all hours of the day and night he moved about the astonishing labyrinth which he had created, while he strangled Bouchain. The siege train arrived on August 21, and the batteries began to fire on the 30th.

While Marlborough bombarded Bouchain, Villars bombarded him. It was a siege within a siege, with the constant possibility of a battle at adverse odds to the besiegers. There is no finer example of Marlborough's skill. Bouchain capitulated at the beginning of September. A hostile army as large as his own watched its powerful garrison marched out as prisoners of war. The Duke still wished to continue the campaign and he besieged Quesnoy. The physical forces were not lacking, but all the leaders were now morally worn out. The armies went into winter quarters and Marlborough returned home. For ten years he had led the armies of the Grand Alliance, and during all that period he never fought a battle he did not win or besieged a town he did not take. Nothing like this exists in the annals of war.

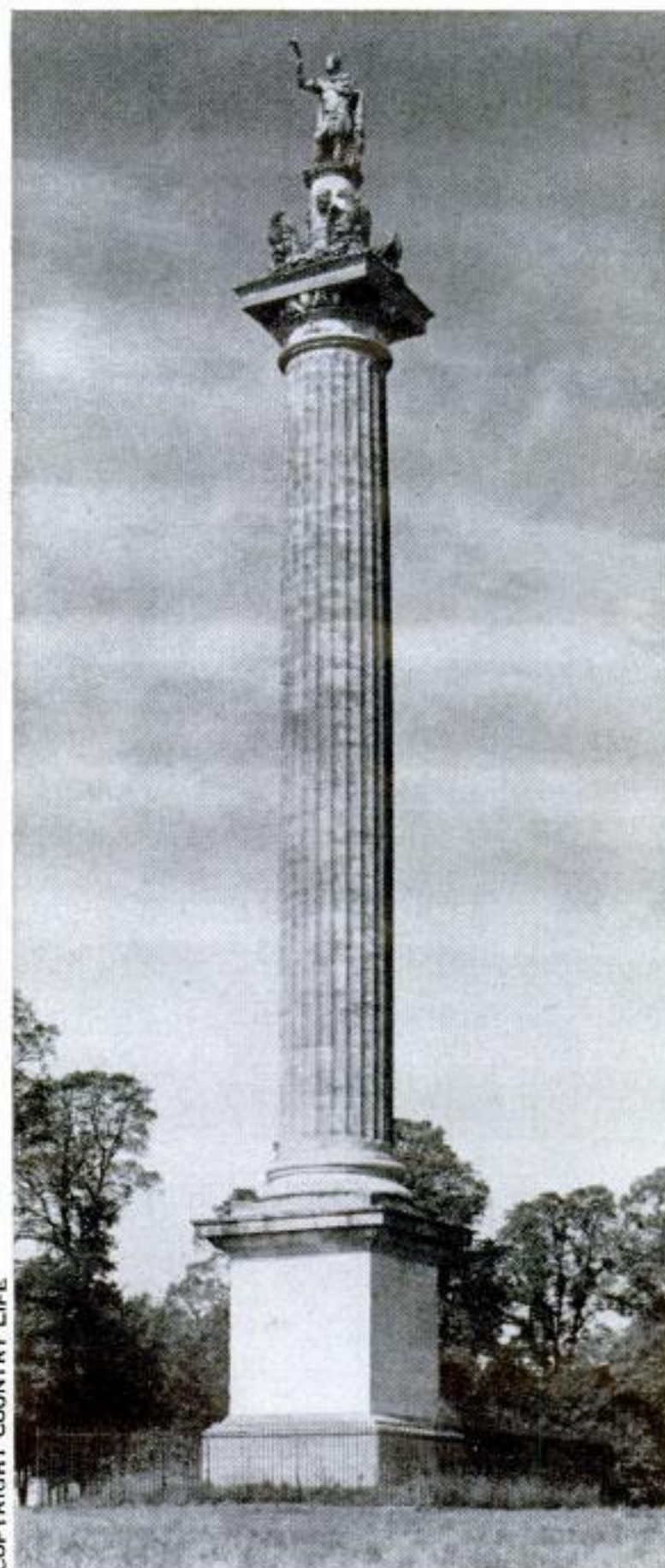
THE ELDER PITT

SUCCESS IN WAR was confirmed by the Treaty of Utrecht in 1713 in which France agreed to return certain fortresses to the Dutch and cede New World territories to England. Louis XIV died two years later, and Europe subsided into 40 years of uneasy peace. In England this period was marked by corruption in government and unhealthy financial speculation under the squalid sovereignty of the Hanoverian kings, George I and II. But it was also a period of commercial and colonial expansion, and throughout the world the interests of England ran counter to those of France. In 1756 war came again, and with it came the great prime minister, William Pitt.

WHEN Pitt first joined the Ministry as Secretary of State in November 1756, Frederick the Great declared, "England has long been in labor, but at last she has brought forth a man."

Nothing like it had been seen since Marlborough. From his office in Cleveland Row, Pitt designed and won a war which extended from India in the East to America in the West. The whole struggle depended upon the energies of this one man. He gathered all power, financial, administrative, and military, into his own hands. He could work with no one as an equal. His position depended entirely on success in the field. His political enemies were numerous. He would tolerate no interference or even advice from his colleagues in the Cabinet; he made no attempt either to consult or to conciliate. But in the execution of his military plans Pitt had a sure eye for choosing the right man. He broke incompetent generals and admirals and replaced them with younger men upon whom he could rely. Thus he achieved victory.

Pitt did not confine himself to a single field of operations. By taking the initiative in every quarter of the globe Britain prevented the French from concentrating their forces, confused their plan of campaign, and forced them to dissipate their strength. Pitt realized that a purely naval and colonial war could yield no final decision. Unless France were beaten in Europe as well as in the New World and in the East she would rise again. Both in North America and in Europe she was in the ascendant. At sea she was a formidable enemy. In India it seemed that if ever a European power established itself on the ruins of the Mogul Empire its banner would be the lilies and not the cross of St. George. War with France would be a world war—the first in history; and the price would be something more than a rearrangement of frontiers and a redistribution of fortresses and sugar islands.



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In addition, if you should die, the insurance under this policy on your wife and children would continue just as if you had lived—with *no more premiums to pay.*

Your Metropolitan Representative will welcome the opportunity to explain all the advantages of the new Metropolitan Family Policy and show you that

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Whether Pitt possessed the strategic eye, whether the expeditions he launched were part of a considered combination, may be questioned. His policy was a projection onto a vast screen of his own personality. He had made his way to the foremost place in Parliament, and now at last fortune, courage, and the confidence of his countrymen had given a stage on which his gifts could be displayed and his foibles indulged. To call into life and action the depressed and languid spirit of England; to weld all her resources of wealth and manhood into a single instrument of war which should be felt from the Danube to the Mississippi; to humble the house of Bourbon, to make the Union Jack supreme in every ocean, to conquer, to command, and never to count the cost, whether in blood or gold—this was the spirit of Pitt, and this spirit he infused into every rank of his countrymen, admirals and powder monkeys, great merchants and little shopkeepers; into the youngest officer of the line, who felt that with Pitt in command failure might be forgiven but hesitation never.

To the people at large he was the "Great Commoner." This lonely, dictatorial man had caught their imagination. He had broken through the narrow circle of aristocratic politics, and his force and eloquence gained him their support.

William Pitt ranks with Marlborough as the greatest Englishman in the century between 1689 and 1789. "It is a considerable fact in the history of the world," wrote Carlyle, "that he was for four years King of England." He was not the first English statesman to think of a world policy. But he is the first great figure of British Imperialism.



ELDER PITT was a target of caricaturists because of his elongated body and tiny head.

CLIVE OF INDIA

THE CAPTURE OF INDIA was one of England's most profitable achievements in the Seven Years' War. For years England and France had vied for commercial supremacy in this wealthy but politically impoverished country. As early as 1740 the feudal Indian political structure had collapsed completely. Indian princes warred with one another, and the British and French trading companies realized that only by bringing order to India would their own interests be safe. Inevitably each tried to impose its own system of order, and the result was war.

The vicious ruler of Bengal, Surajah Dowlah, at first swung the balance toward the French. In 1756, at the beginning of the Seven Years' War, he captured the British garrison at Calcutta and cruelly penned 146 survivors in the 20-foot square "Black Hole." Only 23 lived through the night. To avenge the cruelties of Surajah Dowlah and to win India, England had only a small army, but at its head was Robert Clive.

CLIVE was the son of a small squire, and his boyhood had been variegated and unpromising. He had attended no fewer than four schools and been unsuccessful at all. In his Shropshire market town he had organized and led a gang of adolescent ruffians who extorted pennies and apples from tradesmen in return for not breaking their windows. At the age of eighteen he was sent abroad as a junior clerk in the East India Company at a salary of five pounds a year and forty pounds expenses. He was a difficult and unpromising subordinate. He detested the routine and the atmosphere of the countinghouse. Twice, it is said, he attempted suicide, and twice the pistol misfired. Not until he had obtained a military commission and served some years in the armed forces of the East

India Company did he reveal a military genius unequalled in the British history of India.

In January 1757, with nine hundred European and fifteen hundred Indian soldiers, Clive recaptured Calcutta and repulsed Surajah Dowlah's army of forty thousand men. The war with France now compelled him to retreat, but only long enough for him to attack the city of Chandernagore, which he dared not leave in French hands, before hastening back to the British center of Madras.

Then fortune came to Clive's aid. Surajah Dowlah's cruelty was too much, even for his own people. A group of courtiers resolved to depose him and place a new ruler, Mir Jafar, on the throne. Clive agreed to help. On June 23, 1757, his army having grown to three thousand men, of whom less than a third were British, he met Surajah Dowlah at Plassey.

Clive was outnumbered seventeen to one; the Hoogly River, now in flood behind him, forbade retreat; the enemy gathered in a semicircle on the open plain.

Clive disposed his force along the edge of a mango grove and awaited the onslaught. Battle there was none. Nevertheless it was a trial of strength on which the fortunes of India turned. For four hours there was a cannonade. Then Surajah Dowlah, sensing treachery in his own camp, and listening to the counsel of those plotting to betray him, ordered a withdrawal. Clive had resolved to let him go and make a night attack later on, but a junior officer advanced against orders. It became impossible to check the pursuit. The enemy dispersed in panic, and a few days later Surajah Dowlah was murdered by Mir Jafar's son. For the loss of thirty-six men Clive had become the master of Bengal and the victor of Plassey.

Much however still remained to be accomplished. Mir Jafar, who had taken no part in the so-called battle, was placed on the throne, but the province swarmed with Moslem fighting men from the north and was fertile in pretenders. The neighboring state of Oudh was hostile; the French were still active; and even the Dutch showed signs of interfering. Clive beat the lot. If the English would not rule the country themselves, they must ensure that a friendly local potentate did so. Indirect control was the order of the day.

When Clive sailed to England in February 1760 Britain was the only power left in India. He had now accumulated a fortune of a quarter of a million pounds. He bought his way into Parliament, as was the custom of the time, and was created an Irish peer.

AS GOVERNOR-GENERAL for the East India Company, Clive was sent back to India in 1765 to clean up the corruption and bad government that the company had permitted to arise. Because Clive made reforms dictatorially and because there was reason to believe that his own fortune had been gained through corrupt dealings with Indian princes, his enemies at home were determined to cast him down.

IN January 1767 Clive returned to England. The British public were critical and ill-informed. He was assailed in the House of Commons. He defended himself in an eloquent speech. He pointed out that by his exertions the Directors of the East India Company "had acquired an Empire more extensive than any Kingdom in Europe. They had acquired a revenue of four millions sterling and trade in proportion."

GREAT LEADERS ON NEXT SEVEN PAGES
TEXT CONTINUED ON PAGE 99



COURTESY THE COMMISSIONERS OF THE ROYAL HOSPITAL, CHELSEA

DUKE OF MARLBOROUGH, painted by John Closterman, is shown during continental wars. As his horse tramples the banner of France, Marlborough receives a wreath from an eagle while female figure flies above him,

bearing a victory branch and a medallion of Queen Anne. Extremely proud of his looks and dress, Marlborough was described as an "Adonis in scarlet and gold," but his devoted soldiers called him the "Old Corporal."

CONTINUED

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COURTESY THE LORD GREAT CHAMBERLAIN

JOHN WILKES, member of Parliament who had an odious personal reputation, crusaded staunchly for freedom of the press and reform.



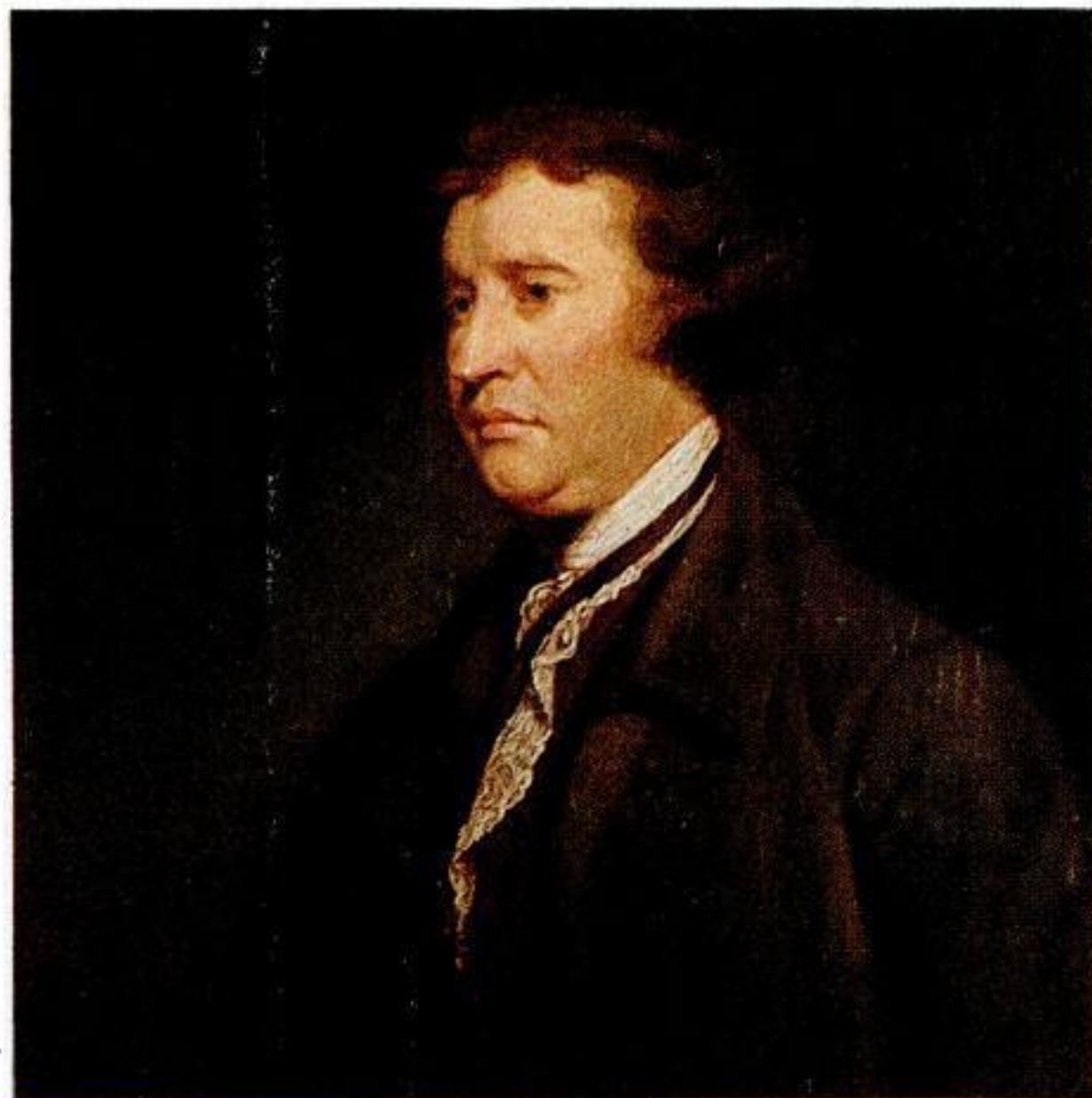
COURTESY NATIONAL PORTRAIT GALLERY, LONDON

CHARLES JAMES FOX, a Whig, attacked slavery, favored American independence and bravely opposed the will of King George III.



THE YOUNGER PITT (*standing, left*) addresses Commons during reign as prime minister (1783–1801). On dais is Speaker Henry

Addington (wearing hat). Across from Pitt are Fox (with hands clasped) and, on Fox's left, the playwright and M.P., Richard Sheridan.



COURTESY NATIONAL PORTRAIT GALLERY, LONDON

EDMUND BURKE used oratorical gifts to champion orderly liberty. He defended the American Revolution but attacked the excesses of the French Revolution as crimes against humanity.

THE GREAT LEADERS

The 18th Century was an age of shameful corruption in Parliament. Bribery was customary. Aristocratic party leaders like Sir Robert Walpole maintained a tight, cynical control over their indifferent followers. Representation was a joke. Boroughs with a population of less than a dozen citizens could elect a member of Parliament, and the seats of such boroughs were often for sale to the highest bidder. They became known as "pocket boroughs" because they

were in the pockets of wealthy lords and commercial organizations like the East India Company.

But in contrast to this shabbiness, the 18th Century also produced some of the most memorable figures in the long history of Parliament. Great prime ministers like the two William Pitts, father and son, and great orators like Fox, Burke and Sheridan adorned and dominated the House of Commons, lifting the nation to greatness.



COURTESY NATIONAL PORTRAIT GALLERY, LONDON

THE ELDER PITT, who virtually ruled England during the Seven Years' War, was fatally stricken with apoplexy in the House of Lords.



COURTESY AMHERST COLLEGE ART COLLECTION

CONTINUED



COURTESY NATIONAL MARITIME MUSEUM, GREENWICH

THE TRIUMPH OF TRAFALGAR

Between noon and sunset on Oct. 21, 1805 the British navy won its most famous victory and lost its most heroic leader. In eight years as an admiral, Horatio Nelson had never conducted a big open-sea battle. In 1798 he had defeated the French at the Nile, but this was a limited action between limited fleets. Over the next seven years he tried to come to grips with the French navy and never succeeded. In 1805 he chased it all the way across the Atlantic

and back again. At Cape Trafalgar, west of Gibraltar, he finally caught up. After the battle a British seaman wrote home about his dead admiral: "All the men in our ship . . . have done nothing but blast their eyes and cry ever since he was killed." Nelson's triumph, the last fleet-scale battle between wooden ships, removed Napoleon's last faint hope of controlling the sea and confirmed for more than a century the invincibility of the British navy.



COURTESY THE PARKER GALLERY, LONDON

"A PELL-MELL BATTLE," which is what Nelson wanted, develops after opening maneuver. Nelson's *Victory* (right of center) has just broken free from French *Redoutable*, which is still entangled with British

Téméraire. At far left is Collingwood's *Royal Sovereign* with its prize, *Santa Anna*. Despite heavy cannonading the British did not lose a single ship while the combined French and Spanish fleet surrendered 18 ships.



CUTTING THE ENEMY LINE (which runs from right foreground to left background), double column of British ships splits the French-Spanish fleet into sections during first phase of Trafalgar. The column

in center of painting was led by Nelson. The one in background was commanded by Collingwood, Nelson's vice admiral. The first ships to break through are cannonading enemy before coming to close quarters.



NELSON FALLS on his quarterdeck, fatally wounded by a bullet from the French *Redoutable* (right background). He told his second-in-command, Captain Hardy (approaching with upraised hands), "My

backbone is shot through." Carried below, he lived three hours, long enough to be assured of victory. At his request he was not buried at sea but was carried home to London, his body preserved in a cask of brandy.

COURTESY NATIONAL MARITIME MUSEUM, GREENWICH

CONTINUED

THE CLASH

The two men who matched their skills and their armies at the Battle of Waterloo had been enemy generals for 12 years but had never faced each other in battle. Behind Napoleon lay the experience of 19 years as commander of all the armies of France and such massive military triumphs as Austerlitz, Jena and Friedland. Although the strength of his armies in June 1815 was not what it had been in the victorious years before his invasion of Russia, Napoleon Bonaparte was historically justified in the supreme self-confidence with which he marched on Waterloo.

Arthur Wellesley, Duke of Wellington, had become a general at the turn of the century in India, where he helped his older brother put down native uprisings. An aristocrat by birth and by inclination, he was knighted for his military services, served in Parliament and then returned to war in 1808. First organizing and training a Portuguese army to revolt against Napoleon, he later took command of all allied armies in Portugal and Spain for the Peninsular War. This war, England's only continental venture against the French before 1815, offered little opportunity for major battles. But it was during these years from 1808 to 1814 that Wellesley learned the science of maneuver and the arts of high command. As a field general, he always maintained personal control of the action,

DUKE OF WELLINGTON, painted by Sir Thomas Lawrence in 1814, wears general officer's uniform with the Order of the Golden Fleece at his neck and sash and star of the Garter. He was 45 at time of portrait.

BATTLE OF WATERLOO, painted by Felix Philippoteaux, shows a charge of the French cuirassiers against a square of Scottish Highlanders. In left background are other British squares, being assaulted by waves of



COURTESY THE WELLINGTON MUSEUM

OF GIANTS

riding up and down his lines, showing his men that their general was present and unafraid.

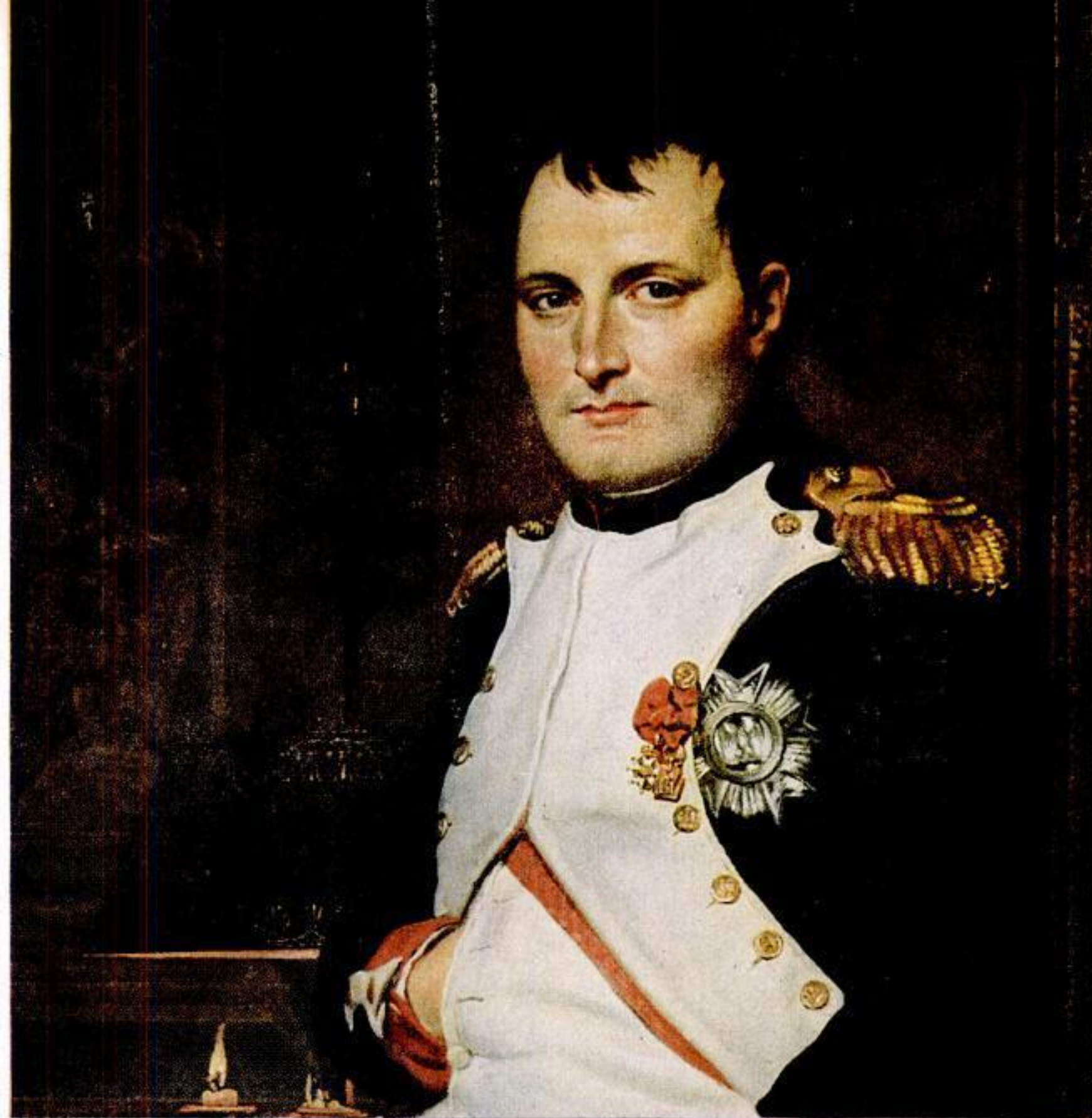
In 1813 he finally drove the French out of Spain, crossed the Pyrenees and helped force Napoleon to abdicate. Full of honors he entered a civil career—only to be called back to command when Napoleon escaped from Elba and again set fire to Europe. Wellington had more than his skill to recommend him for this great campaign: he was the only general of wide European reputation who had not been defeated by the armies of Napoleon.

Wellington did not underrate his opponent, whom he referred to as “Boney.” “His presence on the field,” the duke once said, “made the difference of 40,000 men.” On the other hand he was convinced that final victory over Napoleon was inevitable. “I was never a believer in him,” he said in later years, “and I always thought that in the long run we should overturn him.”

What Napoleon thought of his great enemy after Waterloo is not known, for throughout his years of exile at St. Helena he was notably silent on the subject. Only in Napoleon’s will was his rancor at defeat revealed. Leaving some money to a man who had been acquitted by a French court of attempting to assassinate Wellington, Napoleon referred to his opponent as “that oligarch.”

cavalry. These charges lasted two hours on the afternoon of June 18. They failed, partly because of British discipline and firepower but also because French had to attack uphill against a strong natural position.

COURTESY NATIONAL GALLERY OF ART, WASHINGTON, D.C. (SAMUEL H. KRESS COLLECTION)



NAPOLEON, painted by Jacques-Louis David between 1810 and 1812, shows the emperor in the uniform of a general in the Grenadiers. On his chest is medal of the Legion of Honor, which Napoleon instituted.



COURTESY VICTORIA AND ALBERT MUSEUM

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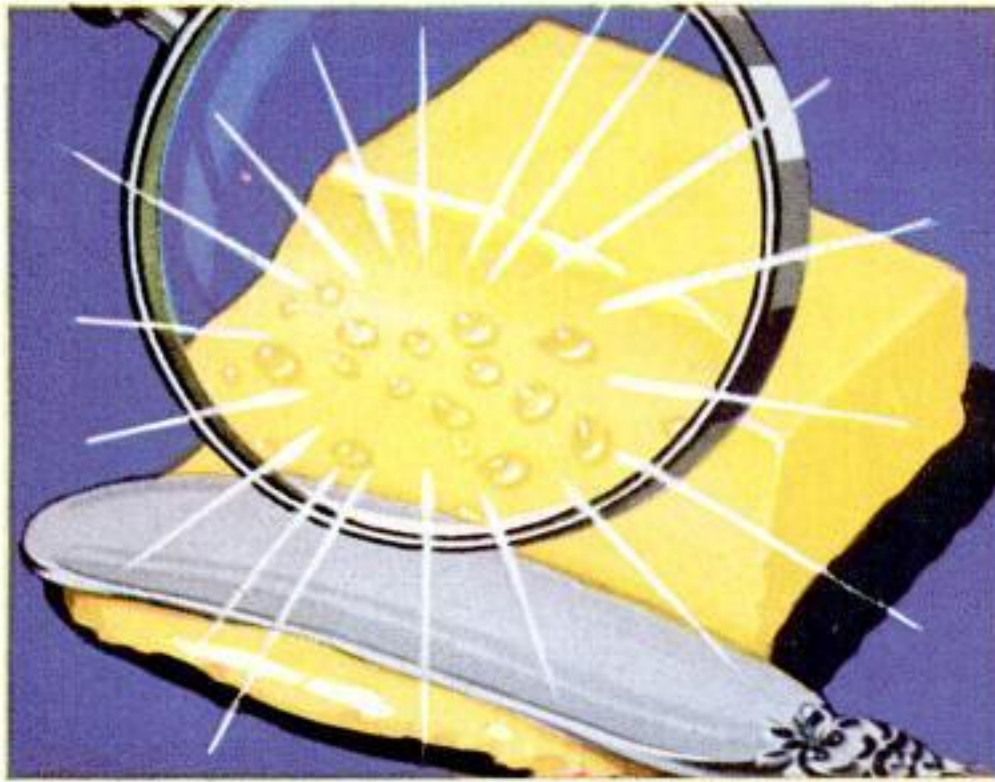
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Only Blue Bonnet

"Looks Like  Cooks Like  and Tastes Like"

THE "HIGH-PRICE" SPREAD FOR BREAD

ENGLISH-SPEAKING PEOPLES

TEXT CONTINUED FROM PAGE 90

About the gains which he himself had made he exclaimed in a celebrated passage, "Am I not rather deserving of praise for the moderation which marked my proceedings? Consider the situation in which the victory at Plassey had placed me! A great prince was dependent on my pleasure; an opulent city lay at my mercy; its richest bankers bid against each other for my smiles; I walked through vaults which were thrown open to me alone, piled on either hand with gold and jewels! Mr. Chairman, at this moment I stand astonished at my own moderation!"

The House of Commons unanimously passed a resolution that "Robert Lord Clive rendered great and meritorious services to this country." The vehement spirit who was the subject of this motion was not appeased. A few years later he died by his own hand.

THE YOUNGER PITT

UNHAPPY TIMES plagued England after William Pitt was forced out of office in 1761 by the new king, George III. George wanted to rule his country without interference from such an independent minister as Pitt. For two decades, marked by the loss of the American colonies and failing prestige among nations, England was governed by inferior ministers and a stubborn sovereign. But by 1783 even George III could see that fumbling leadership, political corruption and party squabbles had brought the country to the edge of ruin. Looking for a new leader, he for once chose wisely: a 24-year-old man with an honorable reputation and a famous name, William Pitt, the son of the former prime minister.

THE elections which carried the younger Pitt into power were the most carefully planned of the century. There has been a legend that a great wave of popular reaction against the personal government of George III brought him into office. In fact it was George himself who turned to Pitt, and the whole electoral machinery built up by the King's agents was put at the disposal of the young politician. The ensuing elections created a majority which William Pitt preserved into the next century.

This majority rested on a number of elements—Pitt's personal following; the "Party of the Crown," put at his disposal by George III; the independent country gentlemen; the East India interest, alienated by attempts to curb their political power; and the Scottish Members, marshaled by Pitt's friend, Henry Dundas. Here was a rank and file which represented a broad basis of popular favor. With all the renown of his father's name behind him, this grave, precocious young man, eloquent, incorruptible, and hard-working, stood upon the uplands of power.

The greatest orators of the age, Fox and Burke, were Pitt's opponents. They dwelt eloquently on the broad themes of reform. Yet it was Pitt, aided by his friend Dundas, who in a quiet, businesslike way reconstructed the practical policies of the nation. The variety of his following however limited the scope of his work. A multitude of interests stifled his early hopes. His supporters were stubborn, jealous, and at times rebellious. They frustrated his attempts to reform the Irish Government, now imperative

since the loss of the American colonies. In April 1785 the King and the borough members extinguished another of Pitt's hopes, a measure of Parliamentary reform.

Thus from the outset Pitt was overcome by the dead hand of eighteenth-century politics. He failed to abolish the slave trade. He failed to make a settlement in Ireland. He failed to make Parliament more representative of the nation, and his one achievement in these early months was an India Act which increased rather than limited the opportunities for political corruption. He saw quite clearly the need and justification for reform, but preferred always to compromise with the forces of resistance.

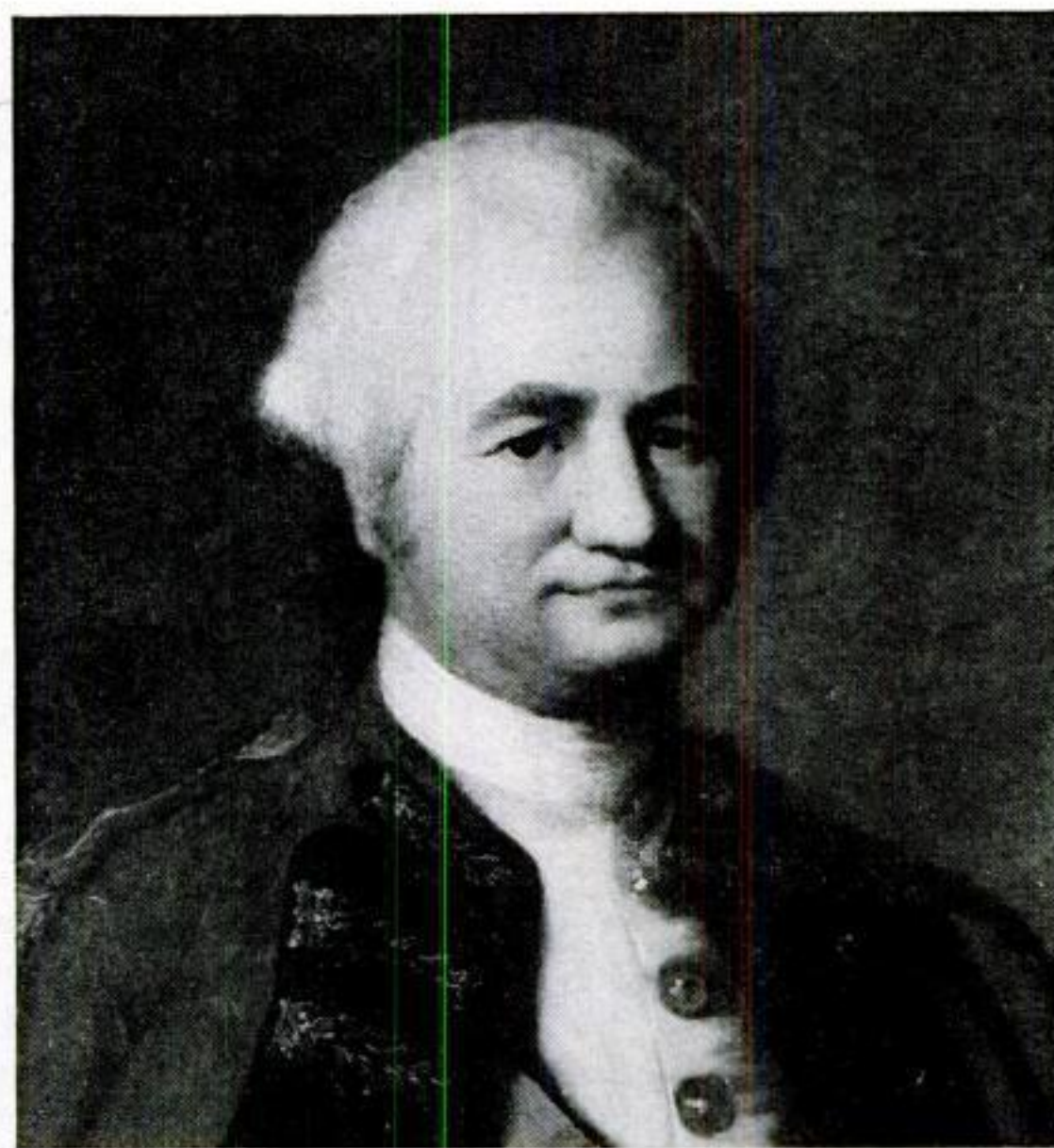
It was in the most practical and most urgent problem, the ordering and reconstruction of the finances of the nation, that Pitt achieved his best work, and created that Treasury tradition of wise, incorruptible management which still prevails. He was the first English statesman to believe in Free Trade, and for a while his Tory followers accepted it. The antiquated and involved system of customs barriers was now for the first time systematically revised. There were sixty-eight different kinds of customs duties, and some articles were subject to many separate and cumulative imposts. A pound of nutmegs paid, or ought to have paid, nine different duties. In 1784 and 1785 Pitt was able to bring a degree of order into this chaos, and the first visible effect of his wide-ranging revision of tariffs was a considerable drop in smuggling.

Further reform consolidated the revenue. It is to Pitt that we owe the modern machinery of the "Budget." By gathering around him able officials he reorganized the collection and disbursement of the revenue. The state of the national finances was lamentable. At the end of 1783 over forty million pounds which had been voted by Parliament for war purposes had not been accounted for. Government credit was low, the Ministry was distrusted. The National Debt stood at two hundred and fifty million pounds. Pitt resolved to acquire a surplus in the revenue and apply it to the reduction of this swollen burden.

The hope of further reconstruction and improvement was shattered by war and revolution upon the European scene. For Pitt it was a personal tragedy. His genius lay essentially in business management; his greatest memorials are his financial statements. He was most at home in the world of figures. His mind had set and developed at an unduly early age, without, as Coleridge said, "the ungainliness or the promise of a growing intellect." He found human contacts difficult, and his succession to power cut him off from other men. From 1784 until 1800 he moved exclusively between the narrow world of political London and his house at Putney. He knew nothing of the lives of his countrymen outside the limited area of the Metropolis. Even amid the fellowship of the House of Commons and the political clubs he stood aloof.

Fully aware of the economic changes in eighteenth-century England, Pitt was less sensitive to signs of political disturbance abroad. He believed firmly in nonintervention, and the break-up of the Old Regime in France left him unimpressed. He watched with quiet malice the quarrel on this issue between his leading Parliamentary opponents, Fox and Burke. His interests lay elsewhere. If the French chose to revolt against their rulers it was their own affair. The First Minister was deaf to the zealous campaign of the Whig Opposition in favor of the French revolutionaries, and ignored the warnings of Burke and others who believed that the principles of monarchy and indeed of civilized society were endangered by the roar of events across the Channel.

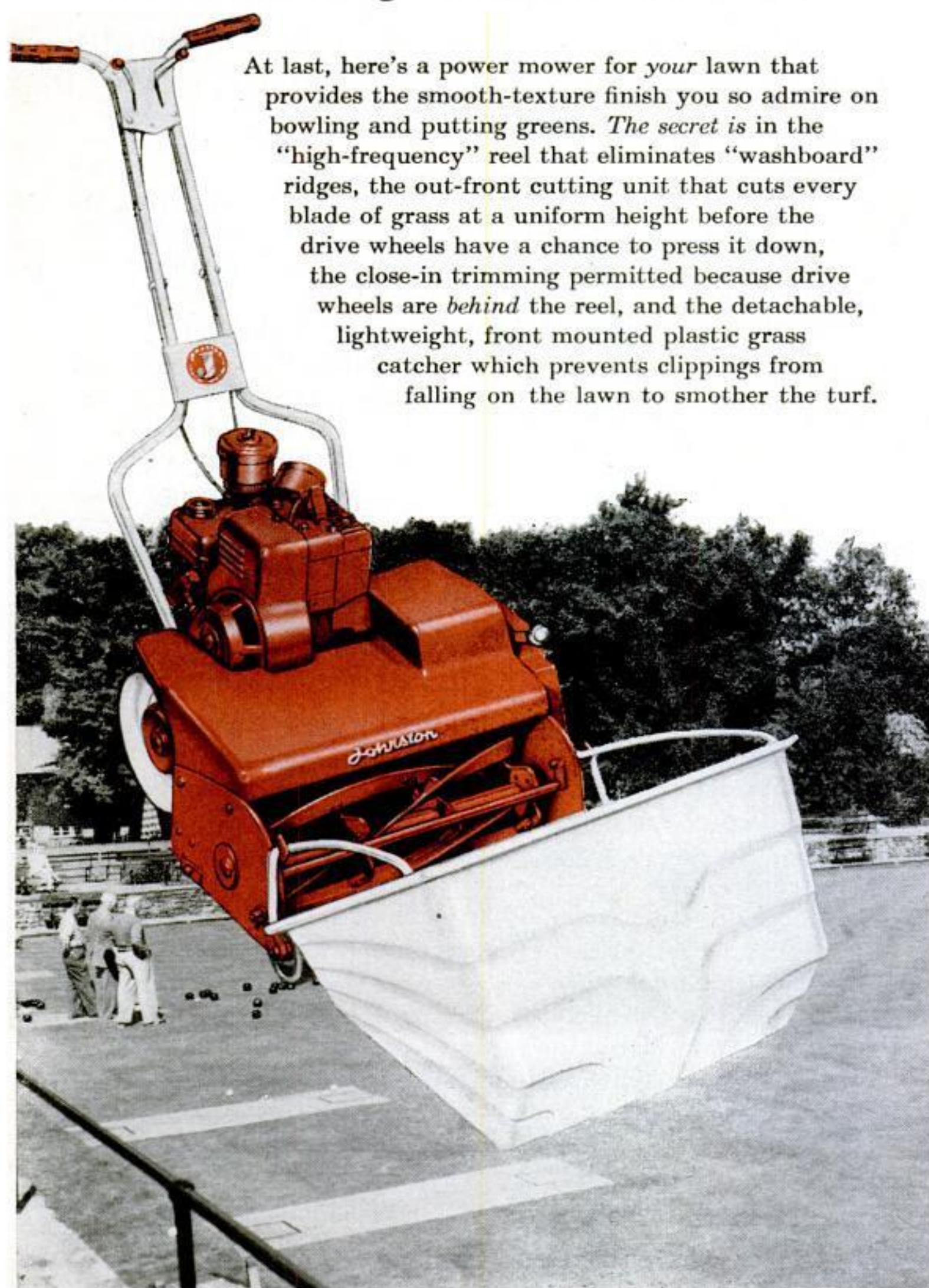
It is remarkable to witness the peaceful triteness of English politics, operating almost as if in a vacuum, during the years 1789 to 1793, when



LORD CLIVE, painted by Nathaniel Dance, died a suicide at age of 49 in fit of depression from opium, which he took to ease pain of illness induced by years in India.

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SATIRE ON BUDGET of 1795 shows Younger Pitt (*right*) grinding up John Bull to get revenue, which is collected by Prince of Wales (*left*) and Pitt's colleagues, Edmund Burke and Henry Dundas.

ENGLISH-SPEAKING PEOPLES CONTINUED

the terrible and world-shaking upheavals in Paris and in the provinces of France convulsed men's minds. Pitt was determined to stand clear of the impending European conflict. He was convinced that if the French revolutionaries were left alone to put their house in order, England could avoid being dragged into war. He maintained an even course of neutrality, and with characteristic obstinacy held to it for over three tumultuous years.

LORD NELSON

PITT'S NEUTRALITY could not stand against the events in France. When the armies of the French Revolution invaded the Netherlands in 1793, England was dragged into a war that was to last more than 20 years. The initial efforts were feeble. In the aftermath of the Revolution Englishmen watched in dismay as both military strength and political power settled into the grasping hands of Napoleon Bonaparte. By 1805 Napoleon had all but overrun Europe and assembled a vast army of more than 90,000 picked troops for the invasion of the final enemy, England. All he needed was the support of the French fleet, now in the Spanish port of Cadiz, to carry him across the Channel. All that stood in his way was a one-armed admiral, Horatio Nelson, who would meet the French off a Spanish cape called Trafalgar.

OFF the coast of Spain Nelson organized his ships into blockading squadrons. His energy and inspiration roused the spirit of his captains to the highest pitch. To them he outlined a new and daring plan of battle. He intended to ignore the Admiralty's "Fighting Instructions." To gain a decisive victory, he was resolved to abandon the old formal line of battle, running parallel to the enemy's fleet. He would break the French line when it came out of port, by sailing at right angles boldly into it with two main divisions. While the enemy van was thus cut off and out of touch, his center and rear would be destroyed. After his conference with his captains Nelson wrote, "All approved. It was new, it was singular, it was simple. It must succeed." In a mood of intense exhilaration the fleet prepared for the ordeal ahead.

On the morning of October 19 a frigate signaled to Nelson's flagship, "Enemy has their topsail yards hoisted," and sometime later, "Enemy ships are coming out of port." On receiving these messages Nelson led his fleet to the southeast to cut off the enemy from the Straits of Gibraltar and force them to fight in the open sea. At daybreak on the 21st he

CONTINUED



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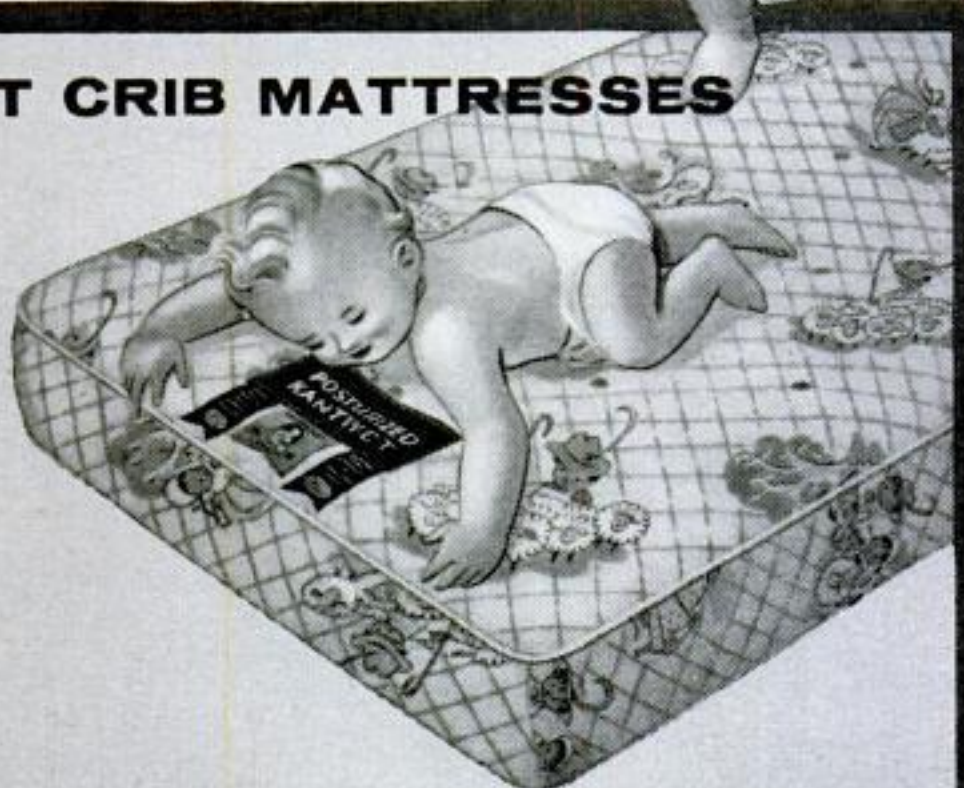
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LORD NELSON, painted in 1800, wears rear admiral's uniform with medals of the Crescent, Bath and the Order of St. Ferdinand.

ENGLISH-SPEAKING PEOPLES CONTINUED

saw from the quarterdeck of the *Victory* the battle line of the enemy, consisting of an advance squadron of twelve Spanish ships under Admiral Gravina and twenty-one French ships of the line under Villeneuve.

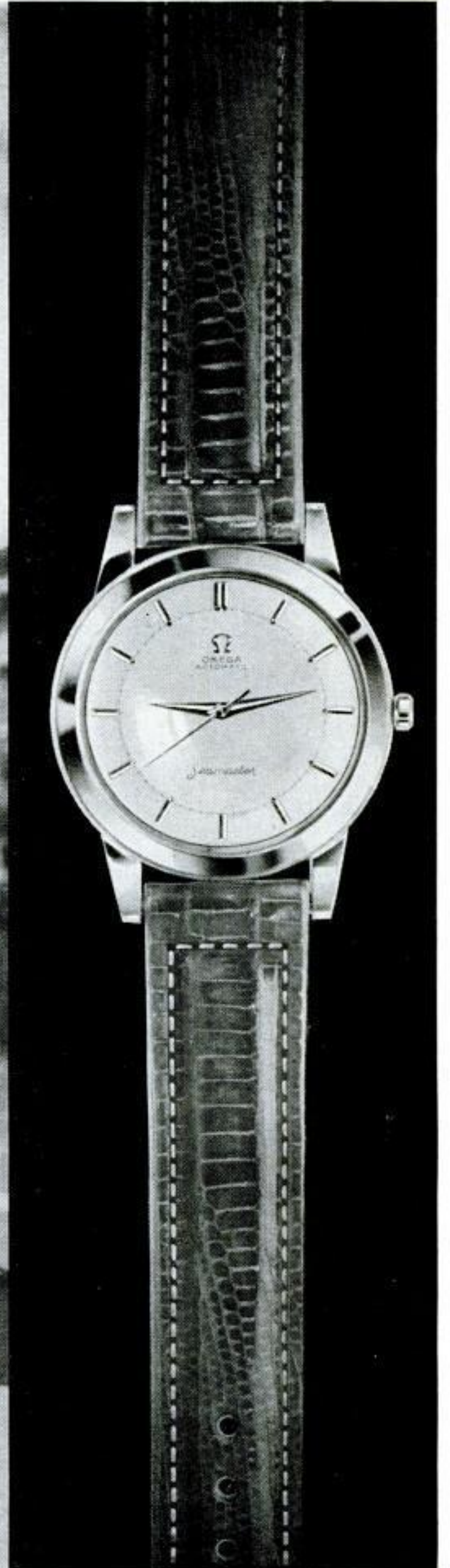
Nelson pressed on with every sail set. The clumsy seamanship of his men convinced Villeneuve that flight was impossible, and he hove to in a long sagging line to await Nelson's attack. The English admiral turned to one of his officers. "They have put a good face on it, but I will give them such a dressing as they have never had before."

Nelson signaled to Collingwood, who was at the head of the southern column in the *Royal Sovereign*, "I intend to pass through the van of the enemy's line, to prevent him getting into Cadiz." Nelson went down to his cabin to compose a prayer. "May the Great God whom I worship grant to my country, and for the benefit of Europe in general, a great and glorious Victory. . . . For myself, I commit my life to Him who made me, and may his blessing light upon my endeavors for serving my country faithfully." The fleets were drawing nearer and nearer. Another signal was run up upon the *Victory*, "England expects every man will do his duty." When Collingwood saw the flutter he remarked testily, "I wish Nelson would stop signaling, as we all know well enough what we have to do," but when the message was reported to him cheers broke out from the ships in his line.

A deathly silence fell upon the fleet as the ships drew nearer. Each captain marked down his adversary, and within a few minutes the two English columns thundered into action. The roar of broadsides, the crashing of masts, the rattle of musketry at pointblank range rent the air. The *Victory* smashed through between Villeneuve's flagship, the *Bucentaure*, and the *Redoutable*. The three ships remained locked together, raking each other with broadsides.

Nelson was pacing as if on parade on his quarterdeck when at 1.15 p.m. he was shot from the masthead of the *Redoutable* by a bullet in the shoulder. His backbone was broken, and he was carried below amid the thunder of the *Victory's* guns. The battle was still raging. By the afternoon of October 21, 1805, eighteen of the enemy ships had surrendered and the remainder were in full retreat. Eleven entered Cadiz, but four more were captured off the coast of Spain. In the log of the *Victory* occurs the passage, "Partial firing continued until 4.30, when a victory having been reported to the Right Hon. Lord Viscount Nelson, K.B. and Commander in Chief, he then died of his wound."

CONTINUED



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ENGLISH-SPEAKING PEOPLES CONTINUED

The victory was complete and final. The British Fleet, under her most superb commander, like him had done its duty.

THE DUKE OF WELLINGTON

BALKED BY NELSON, Napoleon gave up his plan to invade England and solidified his control of the Continent. England had only a single army in Europe, a force in the Spanish Peninsula under Arthur Wellesley, the future Duke of Wellington. For five painful years Wellington conducted a skillful war, never winning total victory but putting a constant drain on Napoleon's resources. After Napoleon's disastrous march on Russia in 1812, Wellington pushed his army across the Pyrenees and, with allied armies from the East, entered Paris.

Forced to abdicate in 1814, Napoleon retreated to Elba for a year, but when the victorious allies failed to reach agreement at the Congress of Vienna, Napoleon seized his chance and in the spring of 1815 returned to France for his famous twilight of the Hundred Days. The British quickly gathered an army in Belgium and gave the command to Wellington.

AS the summer drew near, Wellington assembled a mixed force of eighty-three thousand men, of whom about a third were British. He bluntly cursed, as was his habit, the quality of his untried troops, while bending all his endeavors to train and transform them. The main support for his new adventure must be the Prussian general, Marshal Blücher. The Prussians had a force of a hundred and thirteen thousand men, but nearly half of them were untrained militia. They lay in Eastern Belgium.

Napoleon could not afford to waste a day. Nor did he do so. His two main enemies, Wellington and Blücher, stood on his northeastern frontier within a few days' march of his capital. He must strike immediately at his gathering foes.

Assembling a sufficient army threw a heavy strain upon exhausted France. Five corps of about a hundred and twenty-five thousand men were organized on the frontier fortress line. The protection afforded by these fortresses gave Napoleon the impetus in the opening phases of the campaign. Wellington was obliged to canton his troops upon a possible defense line of forty miles and to guard against a French stroke at the point of junction between the British and Prussian armies.

During the early days of June tension was heightening. It was plain, or at least predictable, that Napoleon would attempt to rout Wellington's and Blücher's armies separately and piecemeal. But where would he land his first blow? Wellington waited patiently in Brussels for a sign of the Emperor's intention. He and his great opponent were to cross swords for the first time.

Wellington resolved to concentrate on the strategic point of Quatre Bras. In the early hours of the morning of June 16 he sent Picton's brigade down the Brussels road to join the Dutch troops already covering this dangerous ground lying open between the British and Prussian array.

For the French everything depended upon beating the Prussians before forcing Wellington northwestwards to the coast. Napoleon had in mind the vision of a shattered British army grimly awaiting transports for home in the Flemish ports. Leaving Marshal Ney with the French left, the Emperor swung with sixty-three thousand men and ninety-two guns to meet the main Prussian army, centered in Ligny. But the tardiness and sureness of Wellington's movements deceived him. Realizing that so far only a small force held the position at Quatre Bras, Napoleon ordered Ney to attack, and then meet him that evening in Brussels.

At two o'clock in the afternoon of June 16 the French went into action on a two-mile front. Wellington himself arrived to take command with a force of seven thousand men and sixteen guns. The brunt of the battle fell upon Picton's leading brigade. After having marched for twelve hours from Brussels, these

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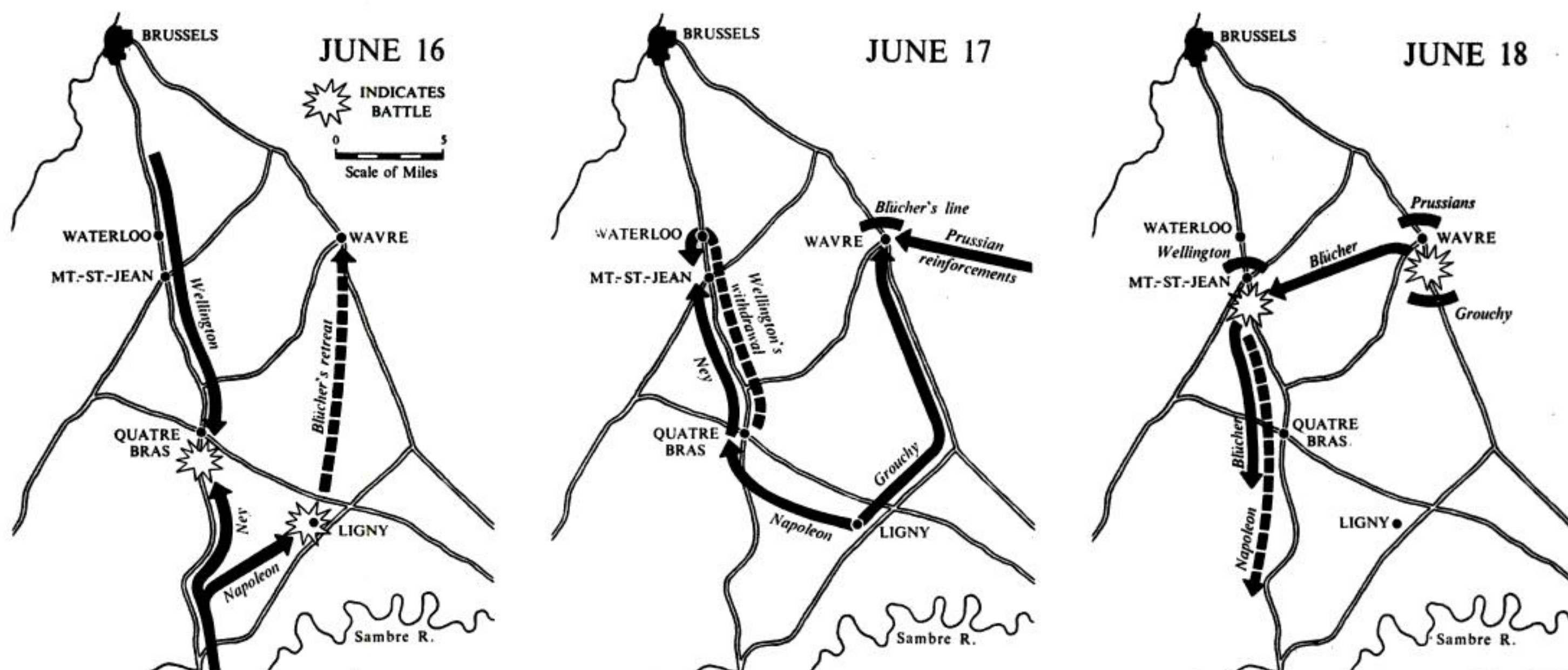
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THREE-DAY ACTION ON THE BATTLE OF WATERLOO

On June 16 (left) French launched two-pronged attack. Ney attacked Wellington, who held him at Quatre Bras. Napoleon defeated Blücher at Ligny, forcing him to retreat to Wavre. On June 17 (center) Wellington, pursued by Ney and Napoleon, withdrew to Waterloo, while

French Marshal Grouchy moved against Blücher, who got Prussian reinforcements just in time. On final day (right) Prussians held Grouchy, enabling Blücher to aid Wellington at main battle site of Waterloo. After defeat Napoleon fled, chased towards Paris by Blücher's Prussians.

ENGLISH-SPEAKING PEOPLES CONTINUED

Peninsular veterans steadily pressed on. In vain the French cavalry swirled round them while the Allied Dutch and Belgian infantry were edged from the field. There was little tactical maneuver in the fierce struggle which swayed backwards and forwards on that June afternoon at the crossroads on the way to Brussels. It was a head-on collision in which generalship played no part, though leadership did. Wellington was always at his coolest in the hottest of moments. In this battle of private soldiers, the firepower of the British infantry prevailed. Out of thirty thousand men engaged by nightfall on their side the Allies lost four thousand six hundred; the French somewhat less. But Ney had not gained his objective. Brussels was not in his grasp.

At Ligny however Napoleon won a striking success. Marshal Blücher was outgeneraled, his army split in two, battered by the magnificent French artillery, and driven back. Liaison between the Allied armies broke down. Wellington had no immediate information of the outcome at Ligny, nor of the subsequent movements of the Prussians. He had held the French left at Quatre Bras, but their victory to the east enabled them to concentrate their strength against him and the Brussels road. Wellington's main body had gathered around the village of Quatre Bras by the time that he learnt of the Prussian defeat. Napoleon decided in the small hours of the 17th to send Marshal Grouchy with thirty-three thousand men to pursue the Prussians while he flung his main weight against Wellington. The crisis of the campaign was at hand.

There seems no doubt that in the opening days Wellington had been surprised. As he confessed at the time, Napoleon's movements had "humbugged" him. Years later, when he read French accounts of Quatre Bras, he declared with his habitual frankness, "Damn them, I beat them, and if I was surprised, if I did place myself in so foolish a position, they were the greater fools for not knowing how to take advantage of my faults." Immediately after the battle his methodical mind was in full command of the situation. His plan was to fall back upon a prepared position at Mont St. Jean. There he would accept battle, and all he asked from the Prussians was the support of one corps.

Wellington himself had inspected this Belgian countryside in 1814. He had noted the advantages of the ridge at Waterloo. Throughout the night of the 16th and 17th a carefully screened retreat began, and by morning the Waterloo position was occupied. Upon the French must be forced the onus of a frontal attack. A line of fortified farms and rolling slopes made up the Allied front, held by sixty-three thousand men and a hundred and fifty-six guns.

Napoleon, furious to hear of Wellington's skillful withdrawal, pounded in his carriage down the Brussels road with his advance guard in a desperate attempt to entrap the British rear. A violent storm slowed up progress. The English cavalry galloped for safety through the thunder and torrential rain. An angry scene took place upon the meeting of Napoleon and Ney, who was greeted with the words from the Emperor, "You have ruined France!" As Napoleon reached the ridge of Waterloo and saw the British already in their positions he realized how complete had been their escape.

Late in the morning of the 18th of June the French first attacked both flanks of the Allied position, of which the key points were the fortified chateau of Hougomont on the right and the farm of La Haye Sainte in the middle. Napoleon promised his staff they would sleep that night in Brussels. And to Marshal Soult, who raised some demur, he said, "You think Wellington a great general because he beat you. I tell you this will be a picnic." Seventy thousand French troops and two hundred and twenty-four guns were concentrated for the decisive assault. Fierce cannonades were launched upon the Allied posts.

The battle swayed backwards and forwards upon the grass slopes, and intense fighting centered in the farm of La Haye Sainte, which eventually fell to the French. At Hougomont, which held out all day, the fighting was heavier still. In the early afternoon one of the most terrific artillery barrages of the time was launched upon Wellington's infantry as preparation for the major cavalry advance of fifteen thousand troopers under Ney. Under the hail of the French guns Wellington moved his infantry farther back over the ridge of Waterloo to give them a little more shelter. On seeing this Ney launched his squadrons in a series of attacks. Everything now depended upon the British muskets and bayonets. Anxiously Wellington looked eastwards for a sign of the Prussians. They were on their way, for Blücher was keeping faith. But the French cuirassiers were upon the Duke. They never reached the infantry squares.

As one eyewitness wrote: "As to the so-called charges, I do not think that on a single occasion actual collision occurred. I many times saw the cuirassiers come on with boldness to within some twenty or thirty yards of a square, when, seeing the steady firmness of our men, they invariably edged away and retired. Sometimes they would halt and gaze at the triple row of bayonets, when two or three brave officers would advance and strive to urge the attack, raising their helmets aloft on their sabers; but all in vain, as no efforts could make the men close with the terrible bayonets and meet certain destruction."

No visible decision was achieved. Napoleon, looking through his glasses at the awful *mêlée*, exclaimed, "Will the English never

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Blue Bell Jeanies in seven colors! Red, blue, green, khaki, turquoise, charcoal or black denim for sis, mom.

So right for all



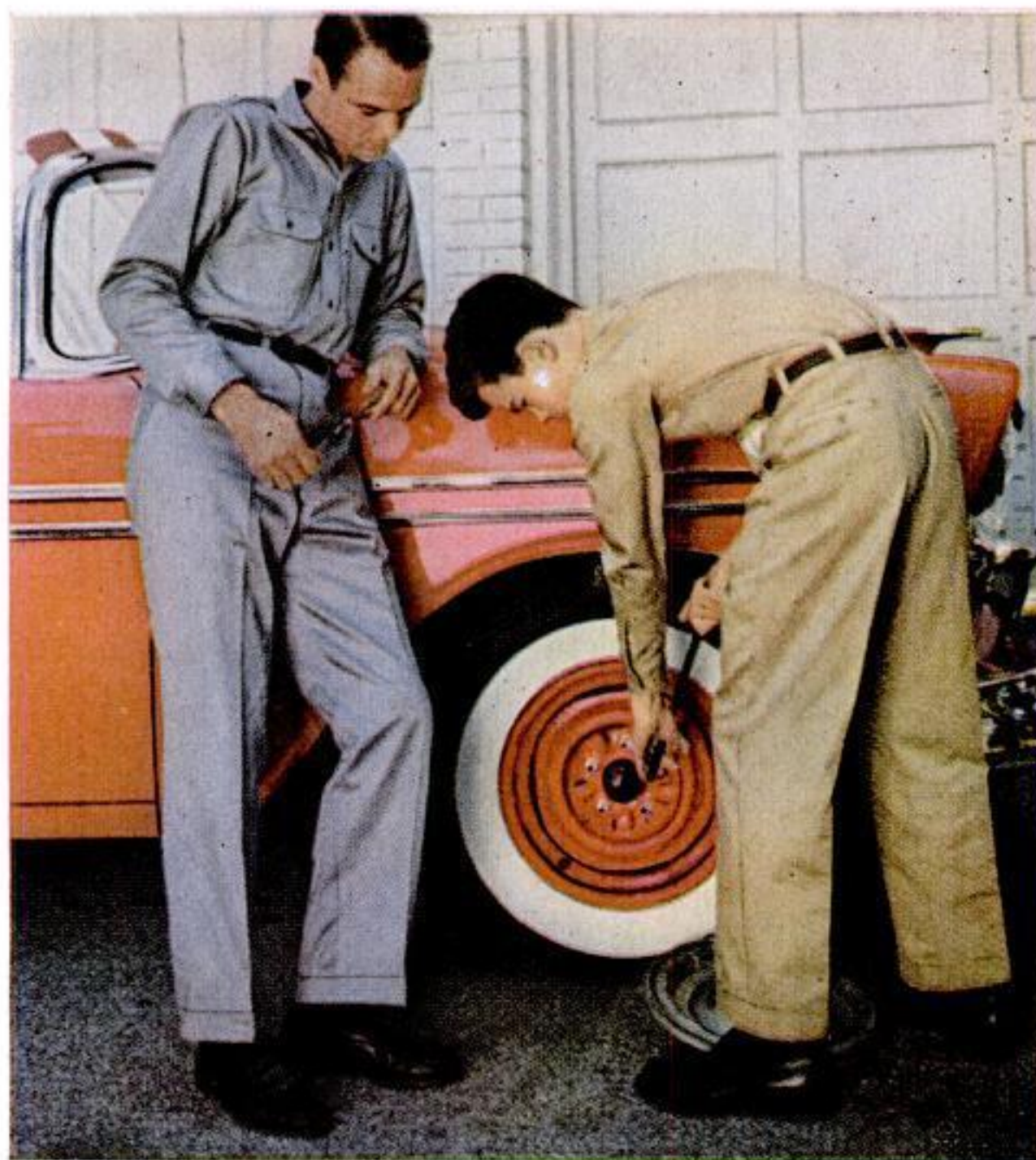
Tapered Wrangler frontier jeans for all the girls, mom, too! Cotton Jeanie blouse.



Teens live in Wranglers! Avondale vat-dyed Sanforized denim with slim, tapered fit. Jeanie blouse.



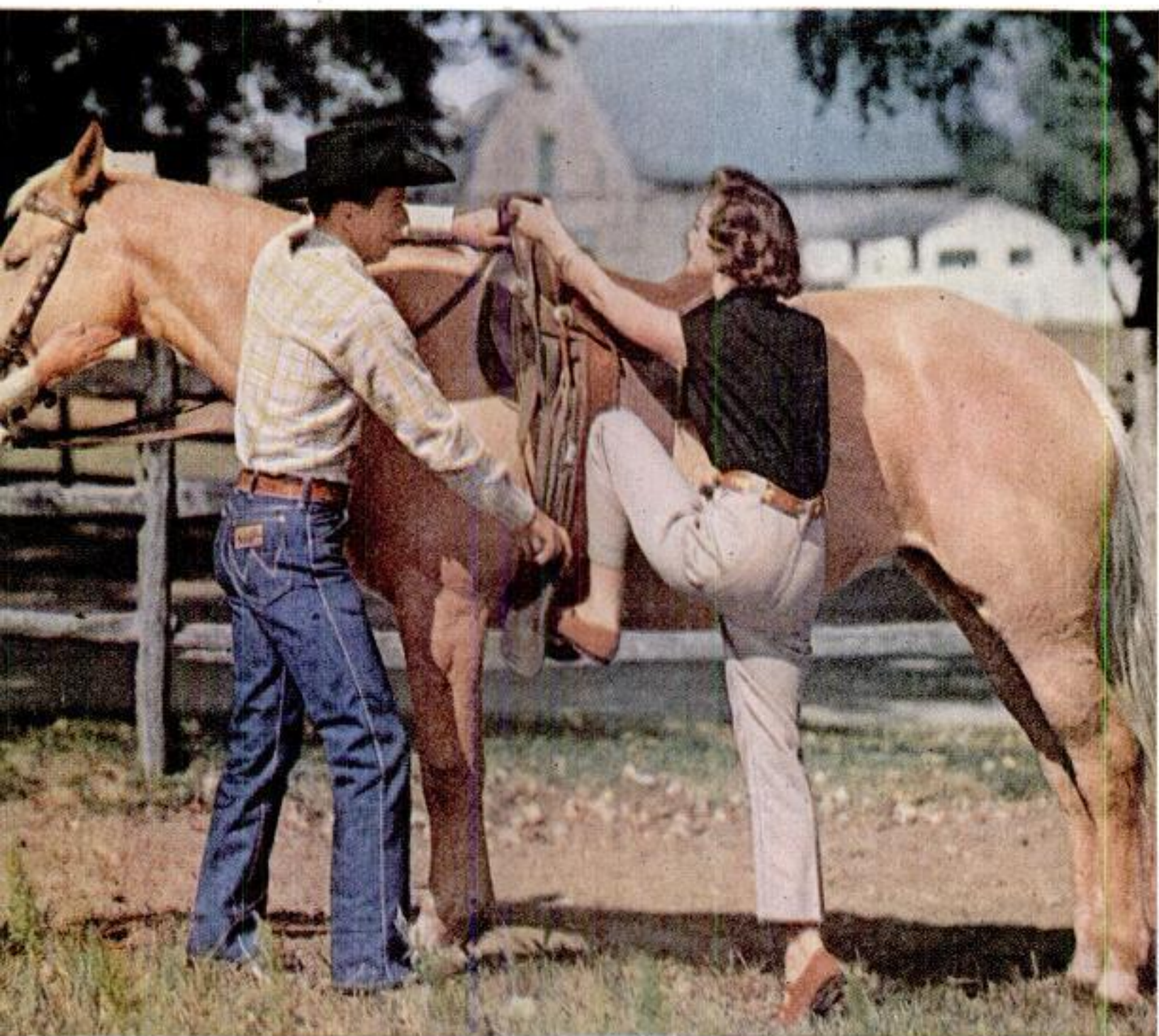
Time for fun, time for Blue Bell! Cotton poplin shorts for sis, tapered pants to flatter mother. Cotton Jeanie blouses.



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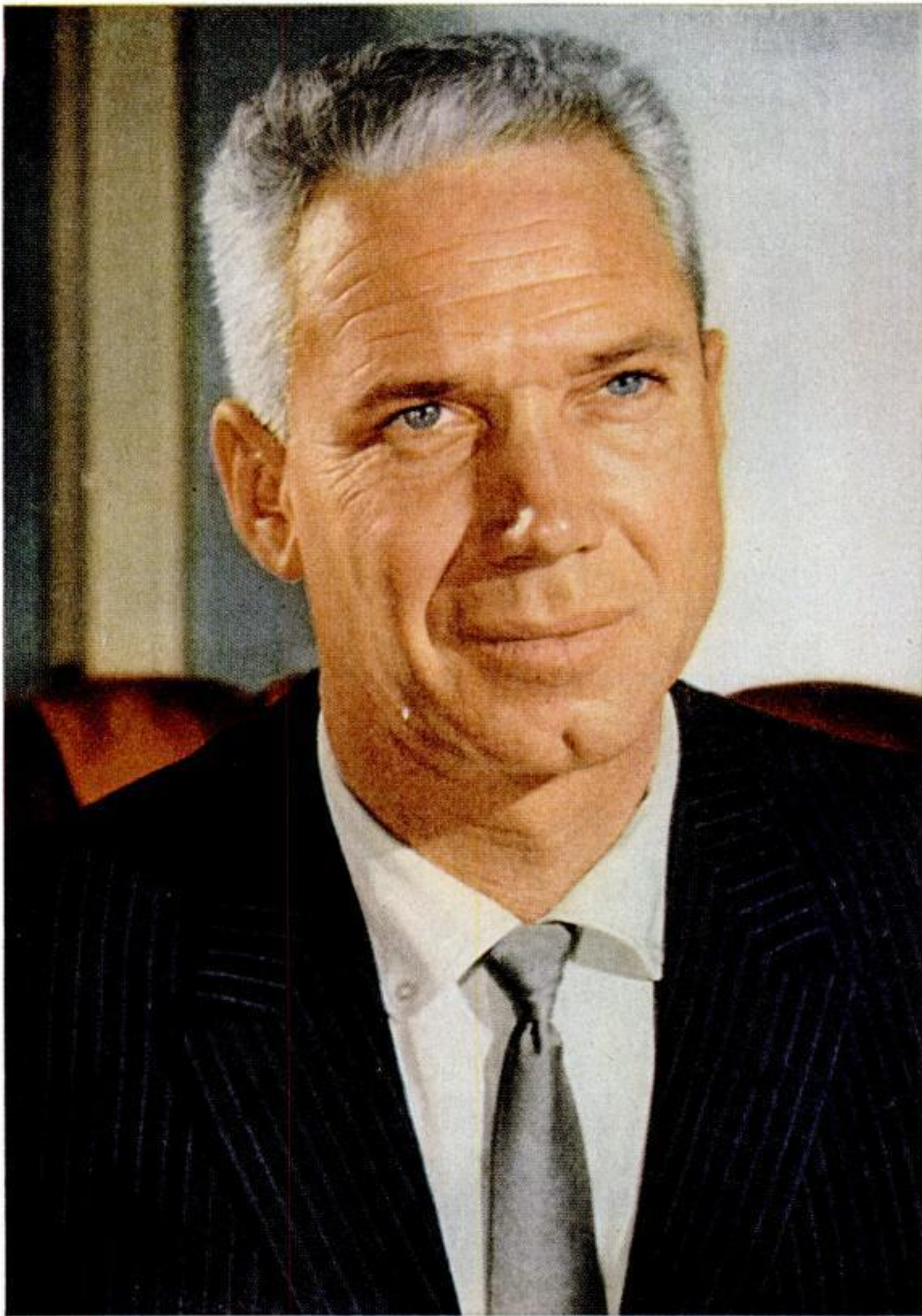
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and odor when used daily . . . and still New Fresh Stick is harmless, no matter how often you use it. In addition, it goes on dry, invisibly, without any greasy or runny messiness.

In New Fresh Stick you use this highly effective formula *full strength*. Yet it can't harm clothes; it's gentle to your skin, because it's *non-acid*. In fact, New Fresh Stick is as free from acid as a fine facial soap.

Ever hear of anything like it? It's the newest—and greatest for daylong protection.





THE VICTORS MEET on battlefield after Napoleon's retreat, and Marshal Blücher (left) shakes hands with the Duke of Wellington.

ENGLISH-SPEAKING PEOPLES CONTINUED

show their backs?" "I fear," replied Soult, "they will be cut to pieces first." Wellington too had much to disturb him. Although the Prussians had been distantly sighted upon the roads in the early afternoon, they were slow in making their presence felt upon the French right. But by six o'clock in the evening Ney's onslaughts had failed and the Prussians were beating relentlessly upon the wing. They drew off fourteen thousand men from the forces assailing Wellington.

The French made a final effort, and desperate fighting with no quarter raged again. The Imperial Guard itself, with Ney at its head, rolled up the hill, but again the fury of British infantry fire held them. The long-awaited moment to counterattack had come. Wellington had been in the forefront of danger all day. On his chestnut, Copenhagen, he had galloped everywhere, issuing brusque orders, gruffly encouraging his men. Now he rode along his much-battered line and ordered the advance. "Go on, go on!" he shouted. "They will not stand!" His cavalry swept from the ridge and sabered the French army into a disorganized mass of stragglers. Ney, beside himself with rage, a broken sword in his hand, staggered shouting in vain from one band to another. It was too late. Wellington handed over the pursuit to the Prussians. In agony of soul Napoleon followed the road back to Paris.

Late that night Blücher and Wellington met and embraced. "Mein lieber Kamerad," said the old German Field-Marshal, who knew not a word of English, "quelle affaire!" which was about all the French he could command. This brief greeting was greatly to Wellington's laconic taste. It was a story he delighted to repeat in later years.

The Duke rode back to Brussels. The day had been almost too much even for a man of iron. The whole responsibility had fallen on him. Only the power and example of his personality had kept his motley force together. The strain had been barely tolerable. "By God!" as he justly said, "I don't think it would have been done if I had not been there." As he took tea and toast and had the casualty lists read to him he broke down and wept.

NEXT YEAR IN 'LIFE' AMERICA'S CIVIL WAR

In the fourth volume of *A History of the English-Speaking Peoples* Sir Winston Churchill presents his story of the War Between the States and carries his narrative to its conclusion in the Age of Victoria. The third volume of the *History* will be published in book form by Dodd, Mead on October 14, 1957.



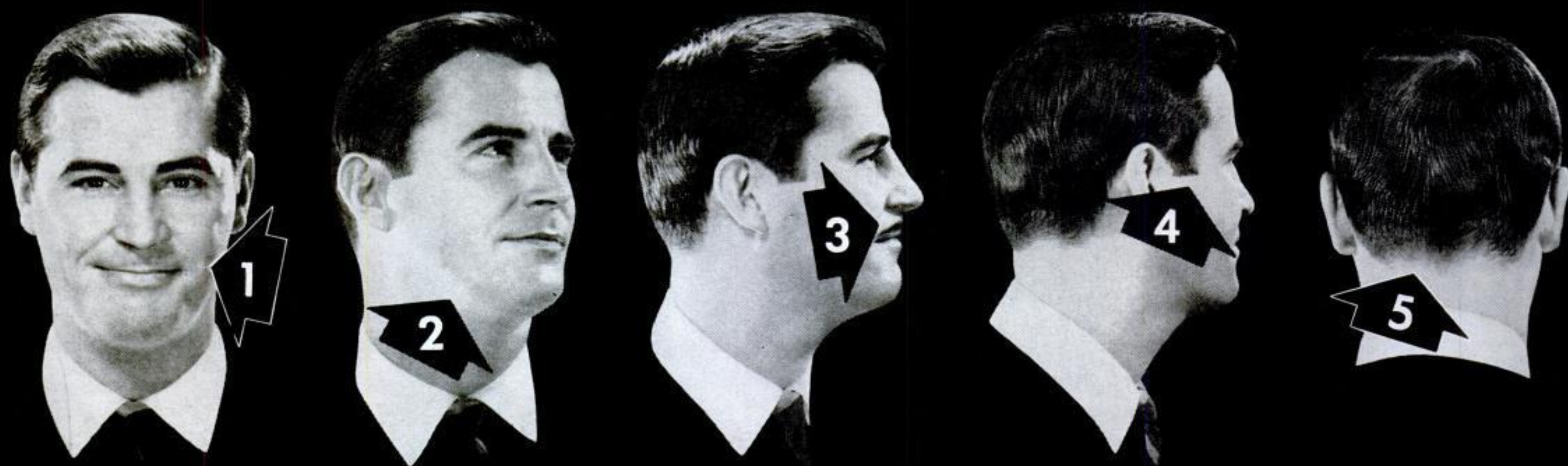
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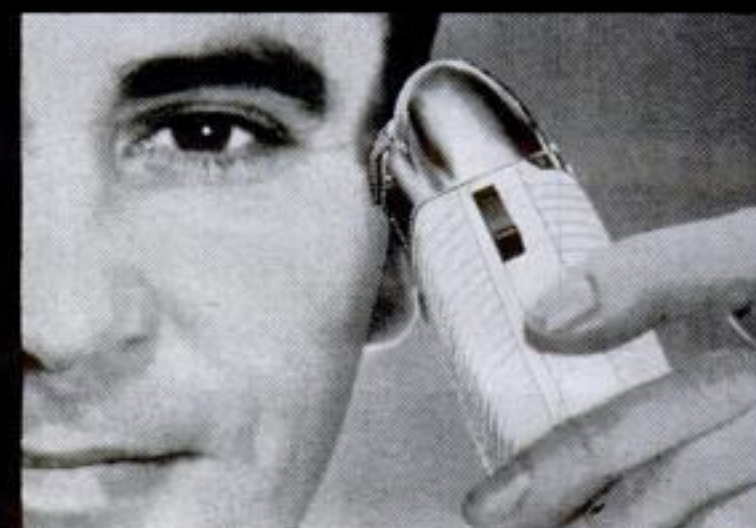
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'We're developing the weapon most likely not to be used'

Major General Bernard A. Schriever, top U.S. missile man



'The most important job in the U.S. today'

THE "weapon most likely not to be used" that Air Force Major General Bernard Schriever is talking about is the intercontinental ballistic missile (ICBM), a rocket-launched projectile that will carry a thermonuclear bomb 5,500 miles through outer space to enemy targets. "It is the ideal deterrent," says Schriever, who sees it as so formidable a weapon that no nation would dare start a war and risk a counterattack by the missiles.

Schriever's job of developing an operational ICBM before the Russians do has been called the "most important in the U.S." His multibillion dollar project, along with other services' missile programs, already dwarfs the gigantic A-bomb Manhattan Project of World War II. His working force (now 70,000) increased tenfold in the past year, and in spite of Schriever's public insistence that "guided missiles are in their infancy," it was U.S. missile thinking that motivated Britain's recent drastic defense cutbacks.

German-born, Texas-bred Benny Schriever, now 46, was made for the job he has held since 1954. A graduate engineer, soft-spoken and scholarly but fiercely competitive, he grew up in the Air Corps, piloted a B-17 in World War II and matured in the high echelons of postwar Pentagon planning. Today he lives in constant awareness of the gravity of his job. "In the final analysis," he readily admits, "I'm the guy that's responsible if the program fails. But I can't stop long enough to be frightened."



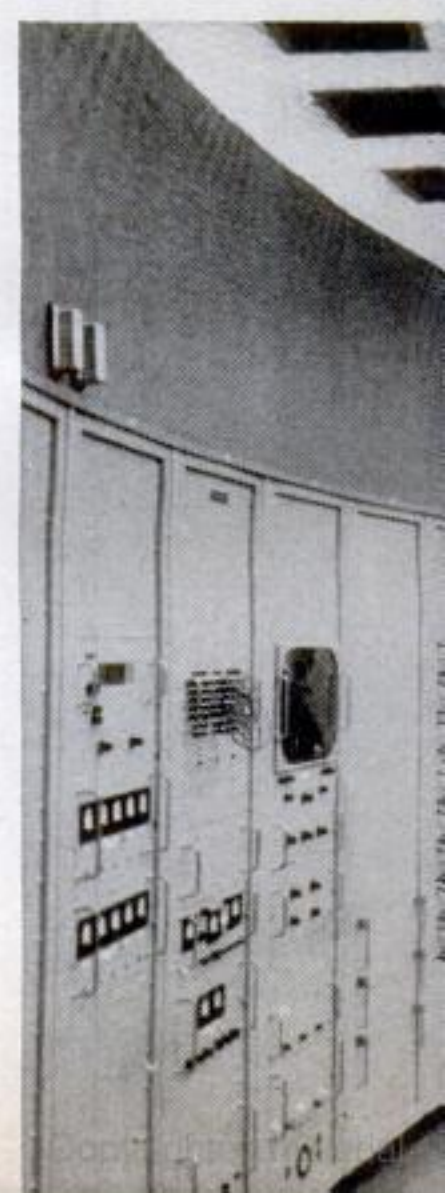
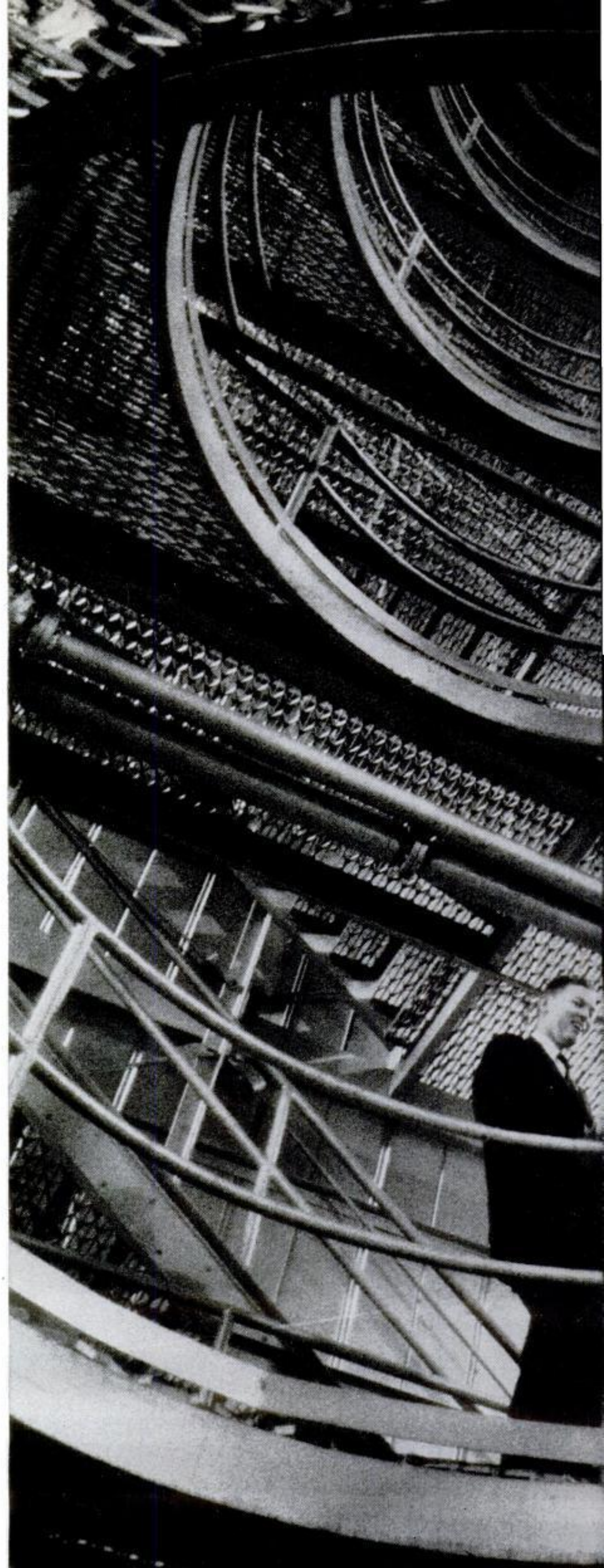
IN INGLEWOOD, Calif. headquarters of Western Development Division, which is the ICBM project's official title, Schriever presides (above) at a weekly staff meeting.

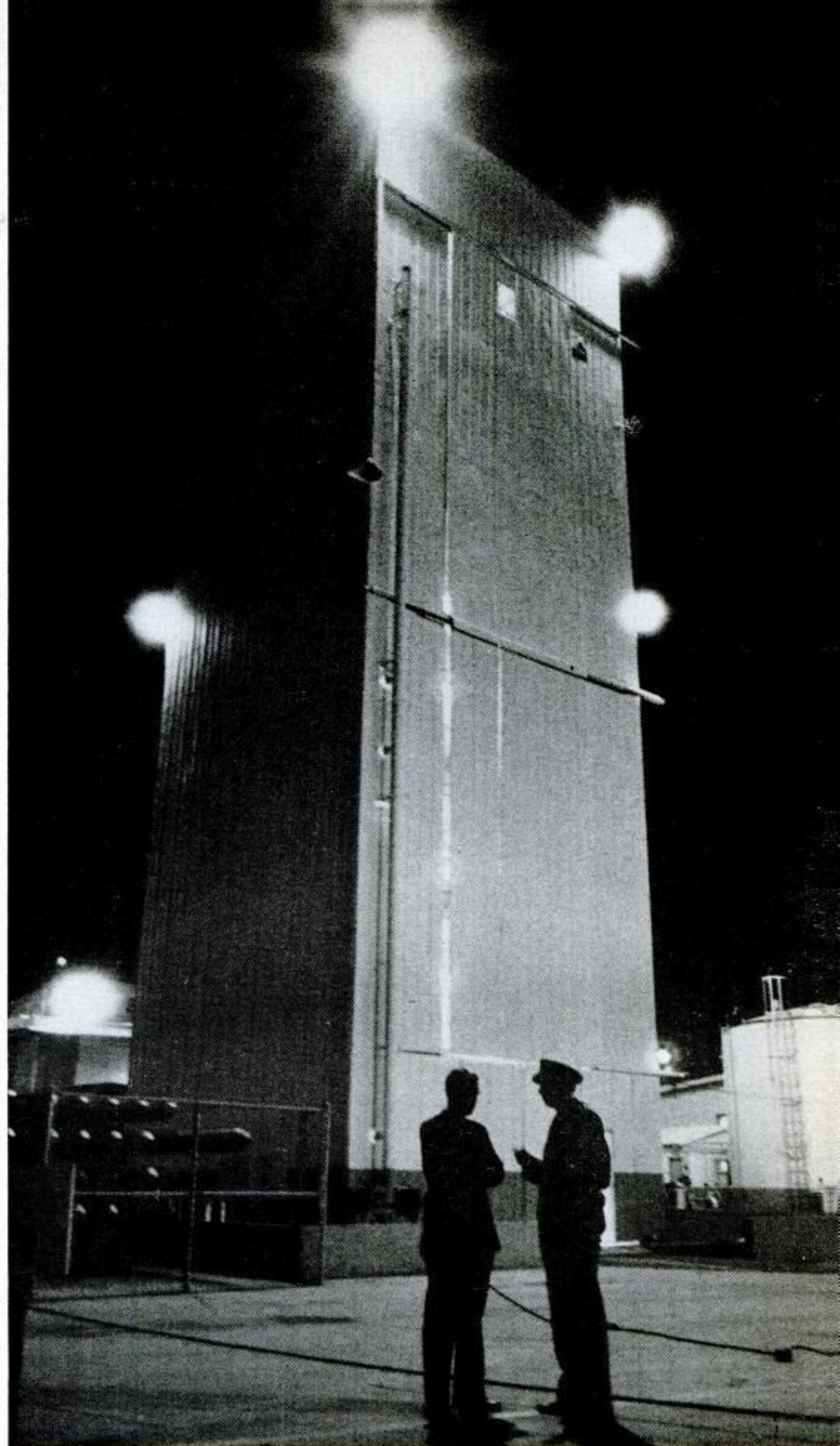
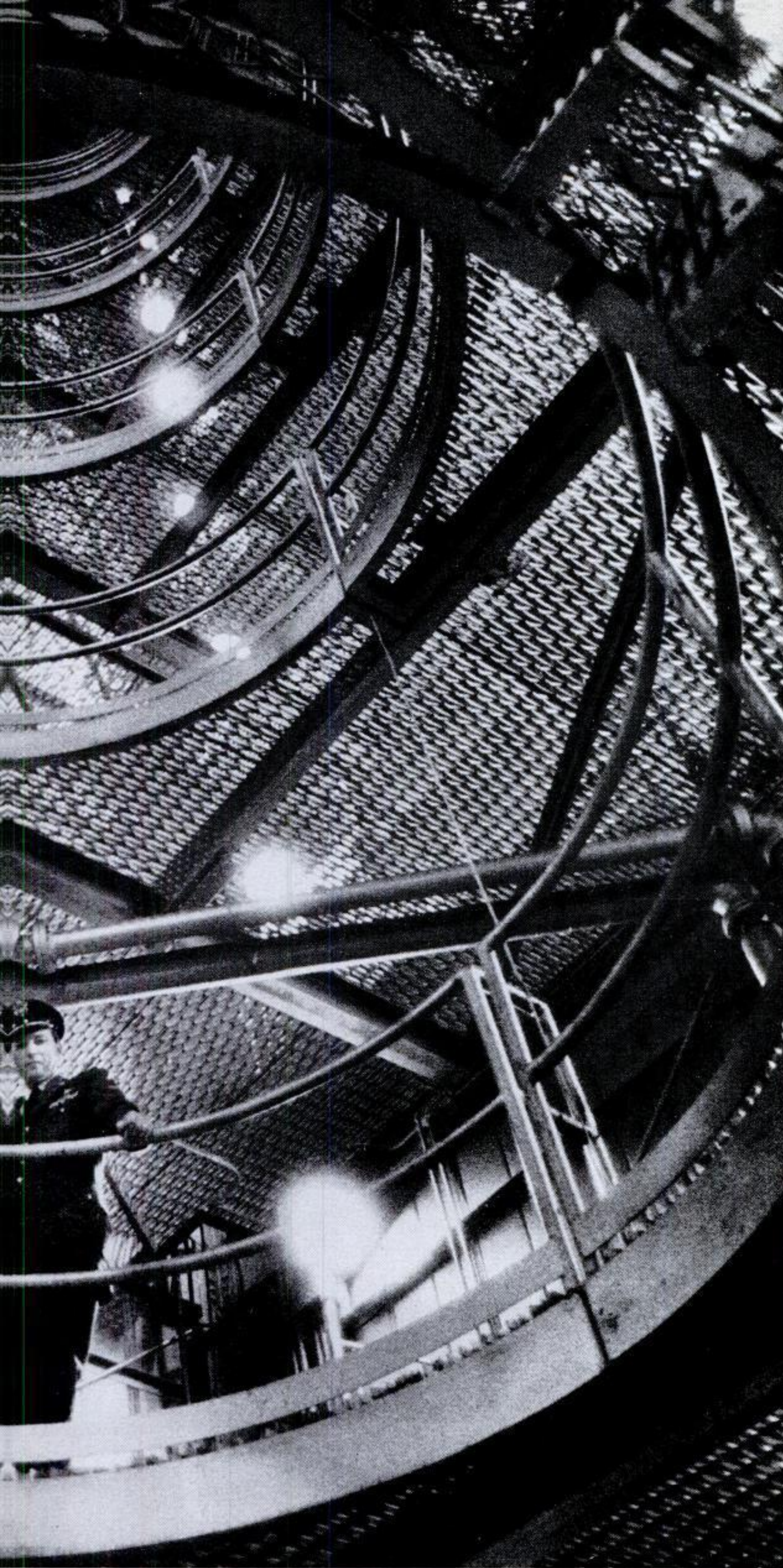
"I recognize with this project I have a bear by the tail. We have more rugged individualists than most organizations. You've got to have them. I never inhibit them because you've got to have doers."



SCHRIEVER addresses a space symposium in San Diego (left). Seated is Theodore von Kármán eminent missile scientist.

"I told Von Kármán I was going to give a 21-minute speech, first a one-minute version for the experts, then 20 minutes of explanation for the laymen. While I spoke, I could see him looking at his watch. At the end, he handed me a little piece of paper. He had written on it: 'Twenty minutes, fifty seconds.'"



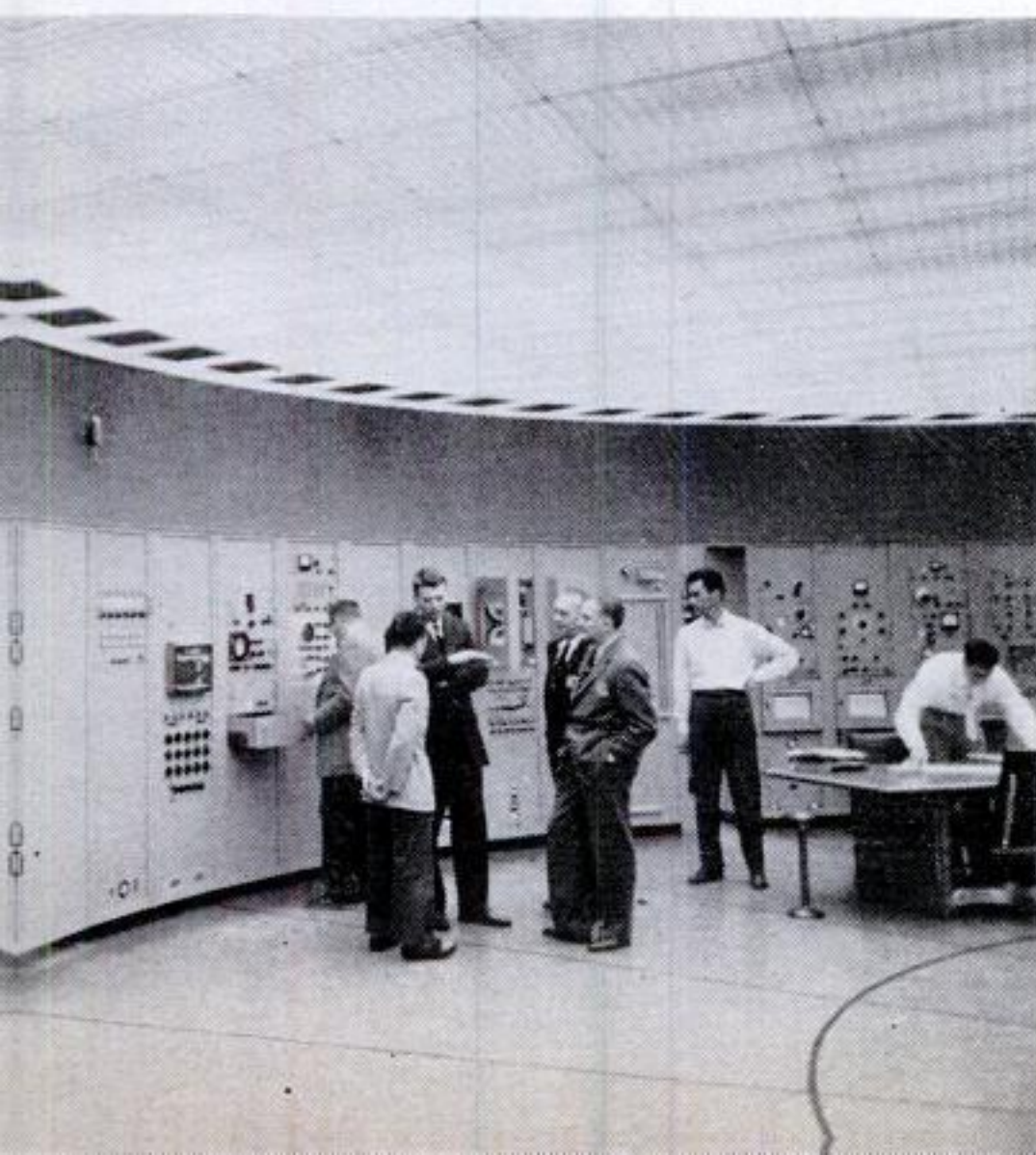


SCHRIEVER makes a nighttime visit to a Convair-Astronautics site in San Diego.

"Here we conduct endless tests on the ground which reduce our flight-test requirements and costs and at the same time speed up progress."

INSIDE pressure-testing tower (left) at Convair he talks with division manager J. R. Dempsey.

"This is where we conduct pressure tests. On missiles everything has to work the first time. In a plane little things can fail and it can return, but not in a missile."



HE GETS a briefing (left) from colleagues in an electronic data-processing room. At right, he finishes day in familiar attitude.

"I never leave at night without wrestling with some problem and rarely without mental fatigue. I don't particularly worry about the next day, however—I'm looking forward to getting home and relaxing a bit. Right now I'm trying to figure out where I've overcommitted myself."



CONTINUED



SCHRIEVER hugs Barbara, 6, as Mrs. Schriever fixes his dinner and Brett, 18, finishes his.

"Barbara is a very affectionate child. I hate to see them all grow up. The time we have together is far too little—and that's a fundamental problem in this country."



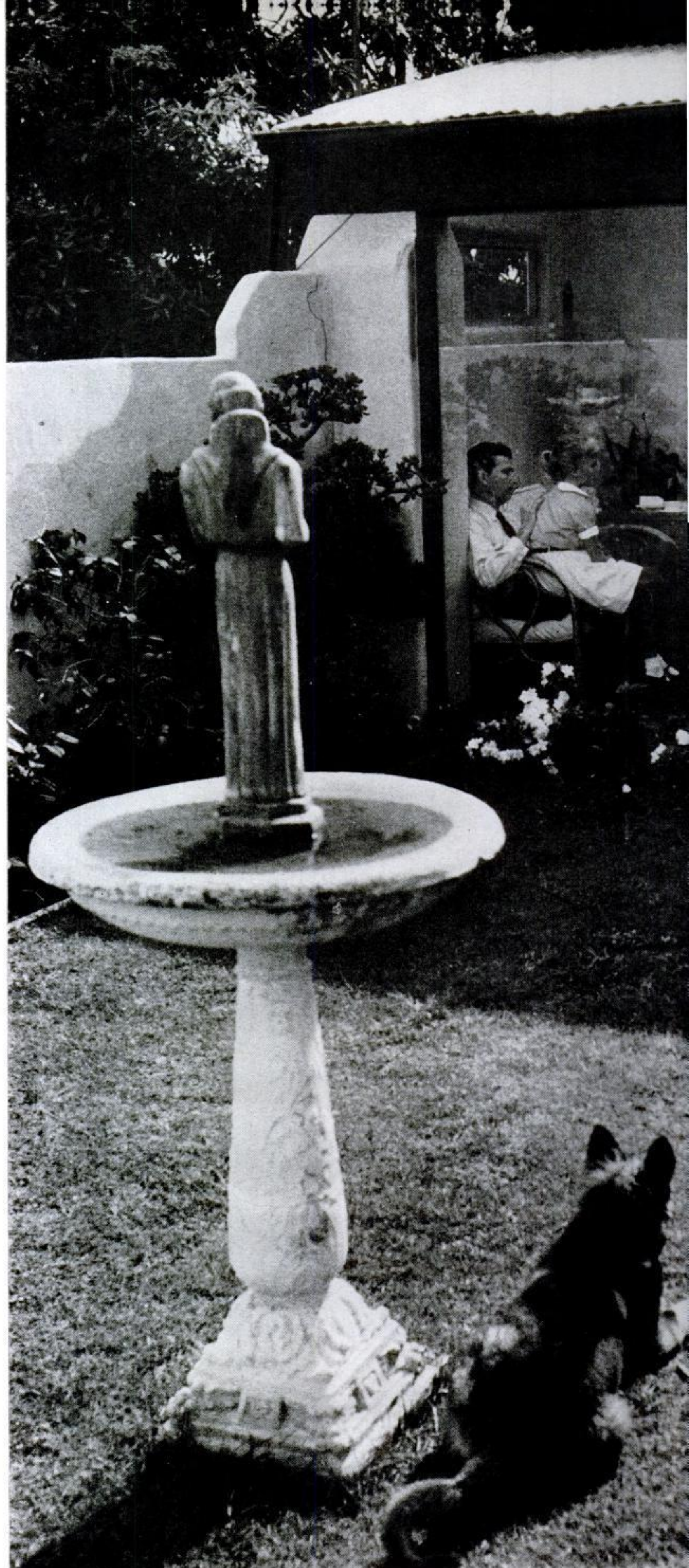
ON RARE Saturday off, he helps daughter Dodie, 15, convert carport into a lanai.

"This is the end of a project under way for a year. After the first poster we learned what every paperhanger knows—you have to wet both sides."



ON GOLF course with brother Gerry he gets pants damp from bench.

"If I could spend time on my game I could play par golf right now. But I only play once a month."



FOUR-MONTH-OLD shepherd, Points, watches Barbara and elder Schrievers from post on lawn.

"The children wanted a dog for a long time. I'm gone so much we decided on a good watchdog. These shepherds challenge anyone"



entering a house. My wife's cousin has one and we have to be reintroduced every time we go there. The only explanation for the name we gave ours is she has a pointy nose, a pointy tail, pointy ears and makes points with the whole family."



FATHER Ben wiggles Barbara's tooth (above), pulls it (below).

"Now, let's see what the fairy brings you tonight when you put this under your pillow. Using

thread would have been easier but it keeps slipping off, so I have to try the paper napkin. Well, we've got it, but it won't go down as the most painless extraction in history."



SCHRIEVER CONTINUED

WEARING protective helmet required of all observers, General Schriever watches 25-second-long test firing of liquid propellant rocket engine on site in the Santa Susana Mountains.

“Our program is based on a maximum number of tests on the ground. I’ve seen many large rockets fired and never cease to marvel at the tremendous power derived from such a small package.”





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The 707—America's first jet airliner—is the brilliant new expression of Boeing's unmatched experience in jet aviation.

BOEING 707

New Brownie Star



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Exactly the size shown here! This handsome camera has a bright, eye-level viewfinder to help you aim and shoot fast. And the flashholder is part of the camera! **\$8⁵⁰**

BROWNIE STARFLEX CAMERA ►

Same size you see it here! And this smart camera has a hooded "reflex" viewfinder that previews your pictures big and clear! Matched flashholder, only \$3.50. **\$9⁹⁵**

As little as
\$1 down



Cameras take color slides, too, with new Kodak Ektachrome 127 film!

And you'll get better-than-ever snapshots in black-and-white or color—indoors or out!



All pictures are shown actual size

1 Sparkling black-and-whites!

The sharpest snapshots you've ever taken! You'll get the same crisp detail you see in prize-winning pictures. (Use new Kodak Verichrome Pan Film.)

2 Magnificent color snapshots!

Big prints in brilliant, lifelike color. And they're just as simple to snap as black-and-whites! (Use new indoor-outdoor Kodacolor Film.)

3 Glorious color slides!

Project, view, or have color prints made from them. (Use Kodak's new, extra-fast Ektachrome 127 Film in bright sunlight, or "Type F" Film indoors with flash.)

Imagine—simple Brownie Cameras that take black-and-white and color snapshots, *plus* color slides that you can project big-as-life on a home screen, or



see in a Kodak Pocket Viewer (\$1.95). That's only the beginning of the endless features you'll find in these new Brownie Stars. They're rugged, yet light as a breeze, easy to take with you wherever you go—"naturals" for your vacation. They're made by Kodak so you *know* they're good.



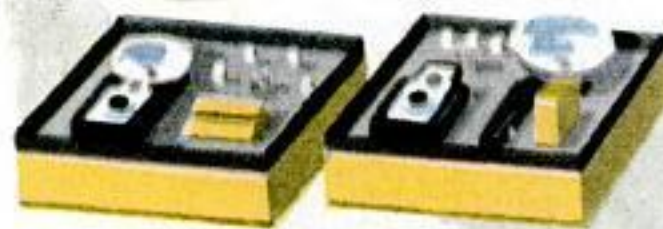
In true Brownie fashion, they're A-B-C easy to use, too. You simply turn the lever to the type of film you're using (color or black-and-white) . . . aim and shoot! That's all there is to it.



You'll get 12 *sharper* pictures on every roll, because the feather-touch shutter lets you "snap" while you hold your *Star* rock-steady in your hand.

You won't spoil two good shots because you forget to advance the film. The Brownie Stars won't let you take an accidental double exposure.

See your photo dealer for a Brownie Star Camera demonstration. And for wonderful gifts for weddings, graduations and birthdays, see the new Brownie Star



Outfits. Camera, flashholder, batteries, bulbs and film—all in one handsome package—are only \$9.95 and \$14.95 . . . as little as \$1 down. (List prices—include Federal Tax where applicable, and are subject to change without notice.)

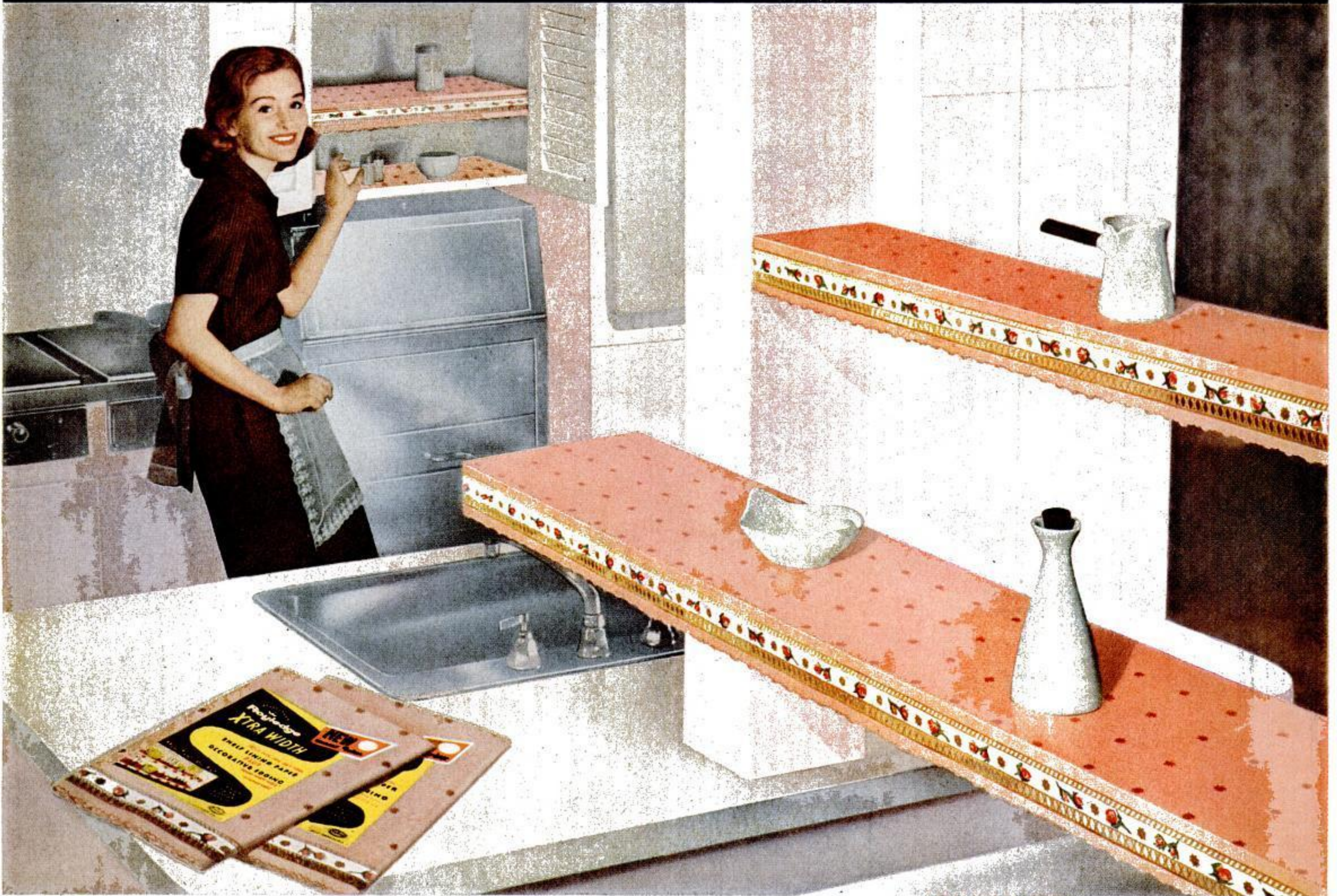
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Look for amazing new **Roylfoyl**—a 3-ply shelving covered with washable, durable plastic. The "magic metal" foil layer gleams and glistens, brightens the whole room—and drapes and shapes easier, wears longer.

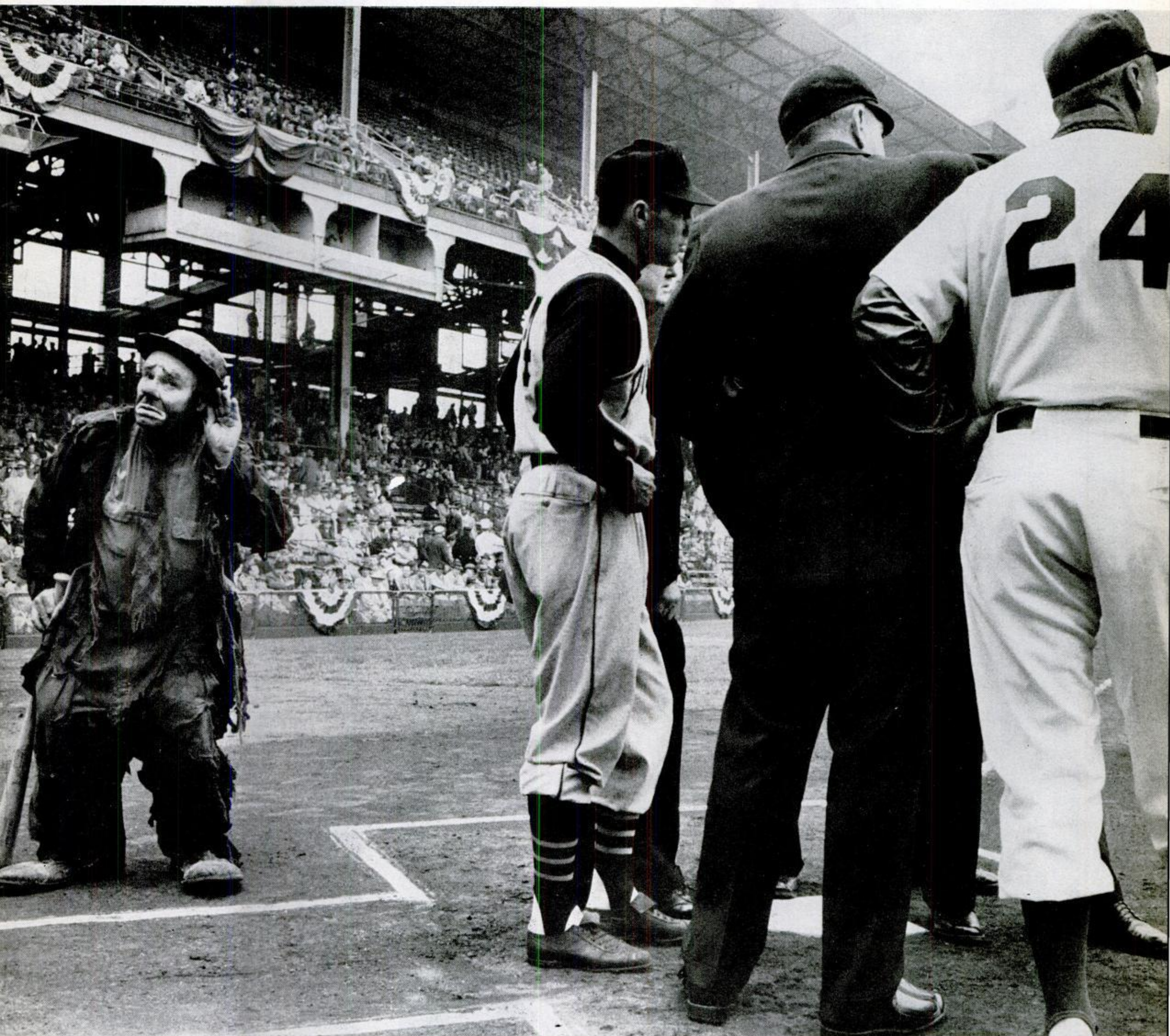
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GREAT CLOWN, EMMETT KELLY, NOW WORKING STEADY FOR THE DODGERS, EAVESDROPS ON UMPIRES, PIRATE DICK GROAT, DODGER MANAGER ALSTON (24)

BALLYHOO, BUFFOONS—AND ALSO BASEBALL

Opening day takes on carnival look as clowns, beauties, bands and politicians all get into the act

Baseball fans, settling down last week in gaily decorated ball parks after a long winter, might have wondered what they were in for—the opening of another pennant race or a carnival. Genuine clowns gamboled upon the infield. Bare-legged beauty queens competed for the crowd's attention with blaring bands and military displays (*pp. 124, 125*). Helicopters landed at pitchers' mounds and formations of pigeons took off from home plate. Players were paraded through city streets in open convertibles. In San Diego, where two energetic ballplayers chasing an infield fly collided head-on and were carried off the field on stretchers, people in the stands found themselves wondering if this too was part of the act.

This was an elaborate departure from the old custom of having a politician throw out the first ball and letting it go at that. The major leagues, admitting that baseball was basically show business, were straining to get off with a flourish that appealed to the customers. The minors, struggling to stay alive, outdid the majors with parades and civic holidays declared for the occasion. The hoopla lent a flavor to an occasion which, next to the World Series, is baseball's biggest attention getter. It is a day when everybody's team, no matter how inept, is tied for first place, and for a few exhilarating innings this spring even the lost causes did not seem quite so forlorn in the exciting Roman holiday atmosphere.



PRESIDENTIAL PITCH IN WASHINGTON

Cocking his arm in a box at Griffith Stadium, Washington for the Orioles-Senators opener, President Eisenhower let fly with the first pitch in a traditional



QUIZ WHIZ IN SAN ANTONIO

ceremony repeated with variations all over. In San Antonio, Terry Shand III, 8, \$64,000 TV quiz winner, took the mound, as did Mayor Anthony Celebrezze in



CLEVELAND MAYOR ON MOUND



MISS ORLANDO



SYMPHONIC OPENER at Abilene, Texas provides music on the field by Abilene Symphony Orchestra

directed by Walter Charles. Orchestra played while teams warmed up for Abilene-Wichita Falls game.



GAUDY INTRODUCTION to International League opener at Miami sends home team through paper



CLOWNS ON SIDELINES watch as players line up for opening ceremony at Crosley Field, Cincinnati.



BEAUTY AT THE PLATE, Jane Ellen Kennedy applauds players before a night game in Fitzgerald, Ga.



HERO IN DUET, Mickey Mantle joins Pat Marshall in singing *I Love Mickey* on TV "Salute to Baseball."

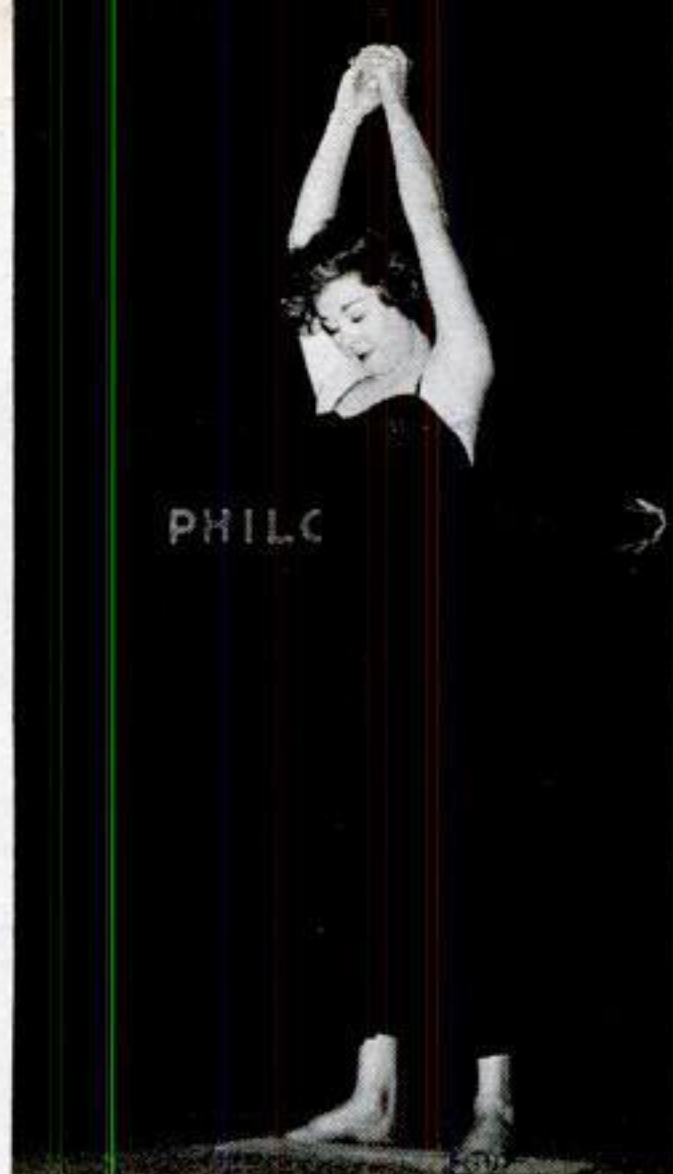


AND BATTERY

Cleveland. In Orlando, Fla., Mayor Robert Carr tossed underhand to pretty batter Betty Moch while Robert Feemster caught. In San Francisco, Ruby Kwong



SAN FRANCISCO MAYOR



MOVIE STAR IN ATLANTA

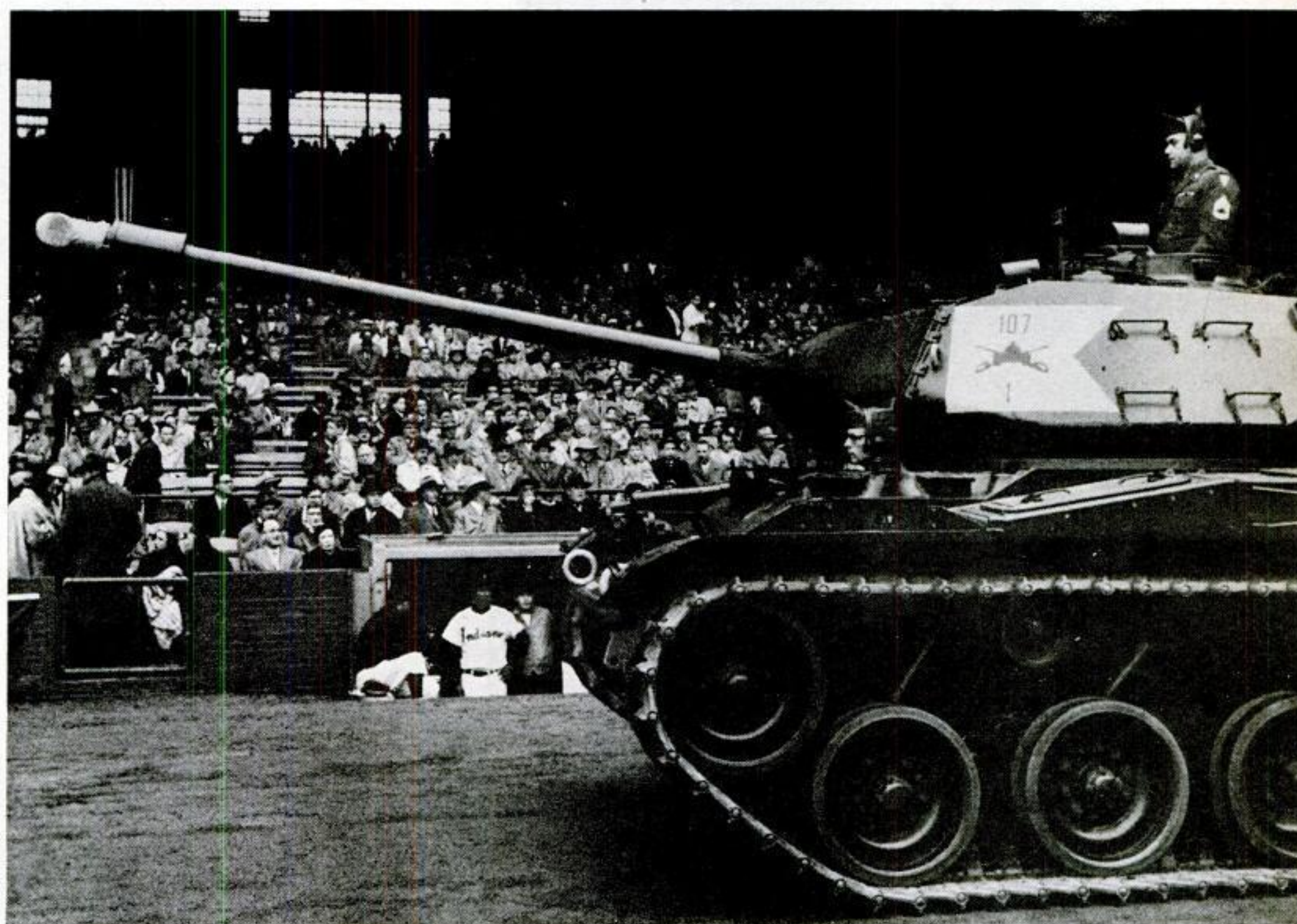
umpired for San Francisco Mayor George Christopher. In Atlanta, Susan Hayward's windup was attractive and in Nashville Mayor Ben West's was tortuous.



HIGH-KICKING MAYOR IN NASHVILLE



train bearing pictures of starting nine. Here Don Landrum breaks out as bathing beauties look on.



MILITARY AIR was given opener at Cleveland by an M-41 tank that paraded around the field and by

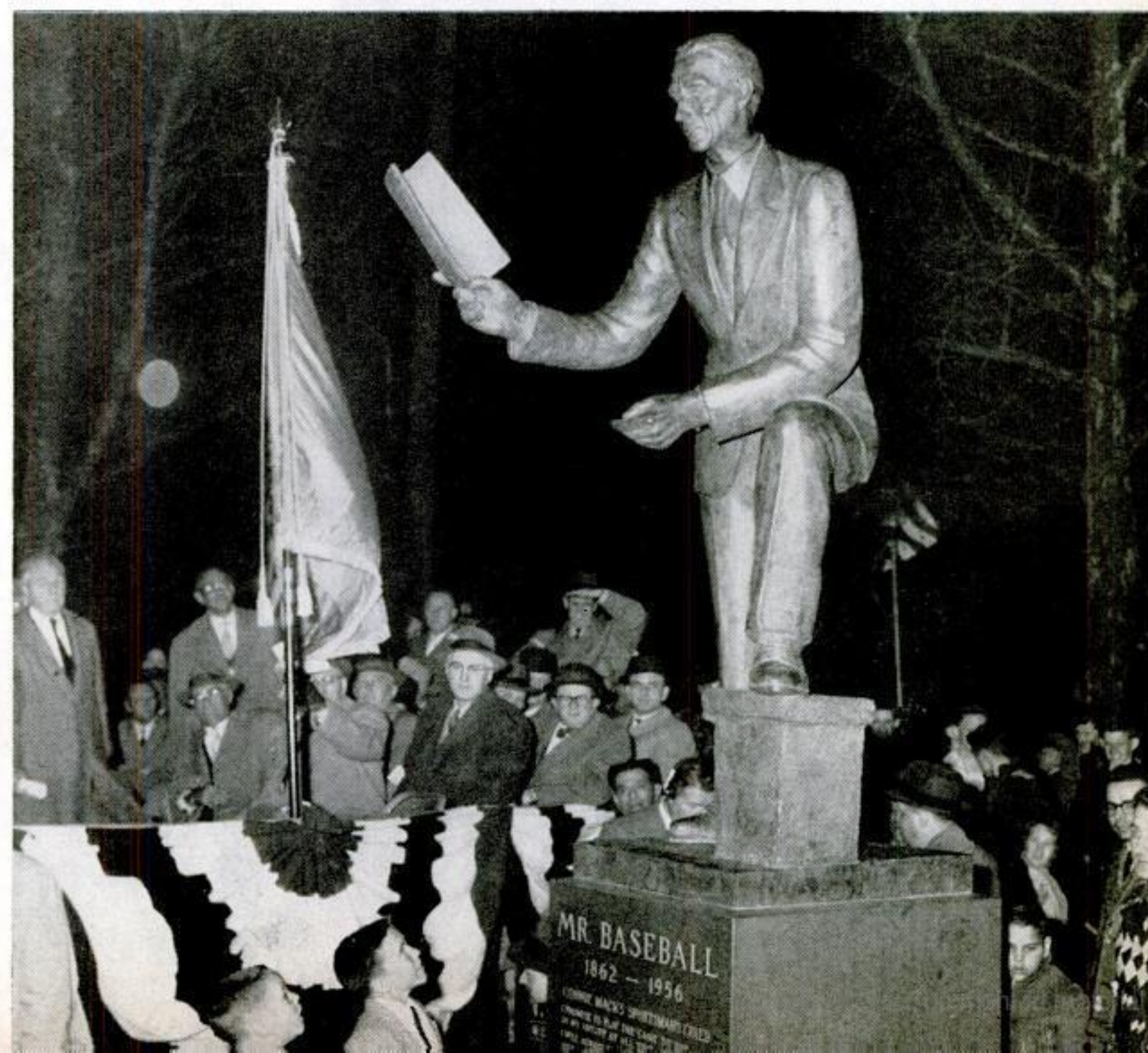
an Army colonel who arrived at the stadium by helicopter and gave a speech on city's Nike defenses.

BIG PITCH FOR FANS ALL OVER

Since William Howard Taft popularized the ritual of throwing out the first ball in 1912 no opening day is complete without it. This year the first-ball throwers used a variety of deliveries (*top of page*)—overhand, underhand, with windup and without. They had to be theatrical to be even noticed. In San Antonio an armored car was used to deposit the 8-year-old star of a giveaway show on the mound (*top*) to perform this chore.

The most extravagant opening was staged at Miami where three people threw out first balls but were lost amid the general hubbub of fireworks, fancy floats and a trio of bands. In Cleveland, where imaginative Bill Veeck was hired to pump new life into a fading franchise, a scheme to launch a guided missile from home plate foundered when military authorities refused to give permission, but the 31,000 fans who came out in the cold got a look at a "Nike." There were a few clubs whose owners clung to the old-fashioned belief that the game would sell itself. In Milwaukee, where there were no sideshows or ceremonial pomp, the biggest opening day crowd, 41,506, turned out just to see a ball game.

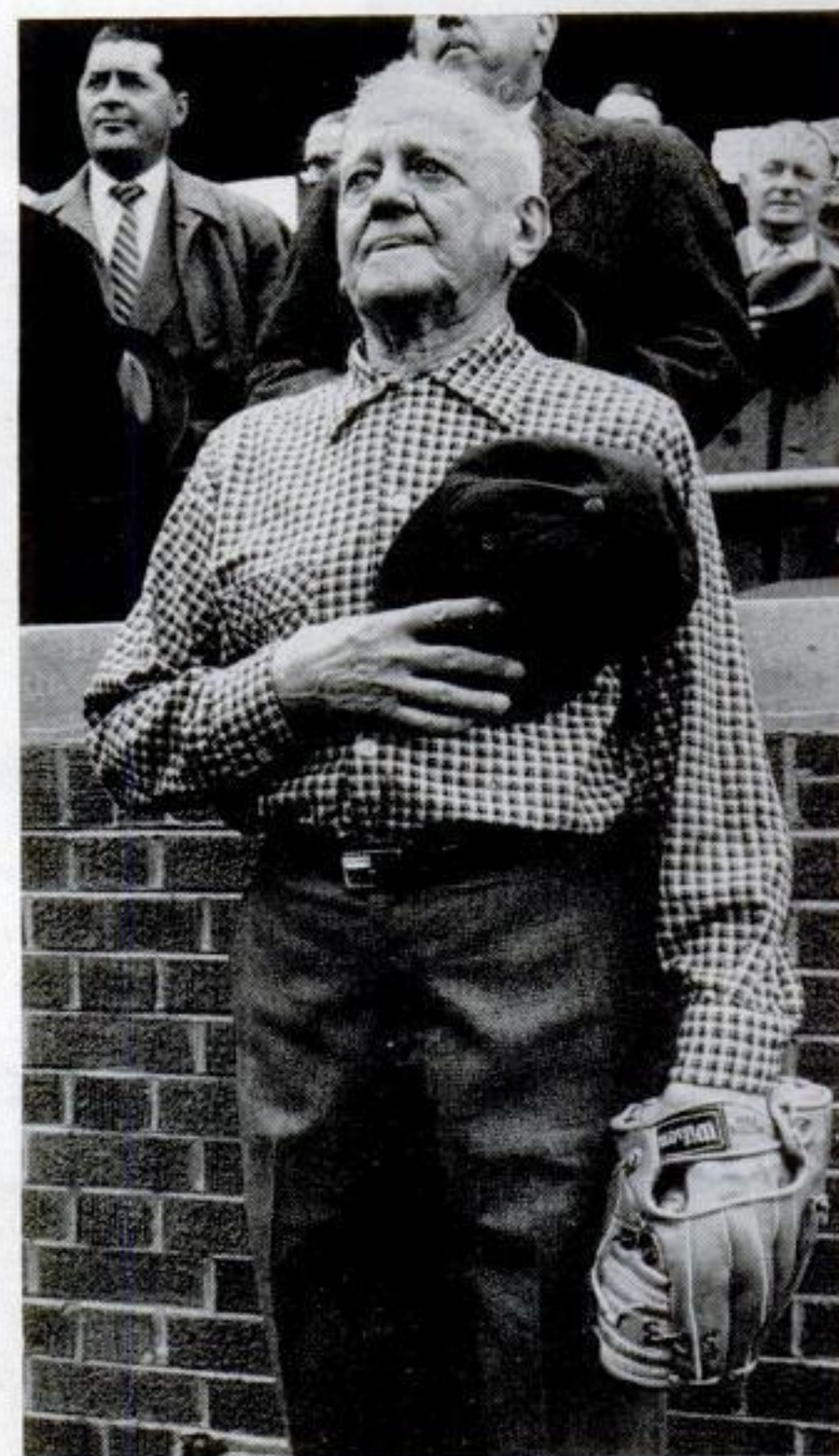
MEMORIAL FOR CONNIE MACK is dedicated before night game in Philadelphia. Statue, showing him waving scorecard, stands in park across from the stadium. →



CONTINUED

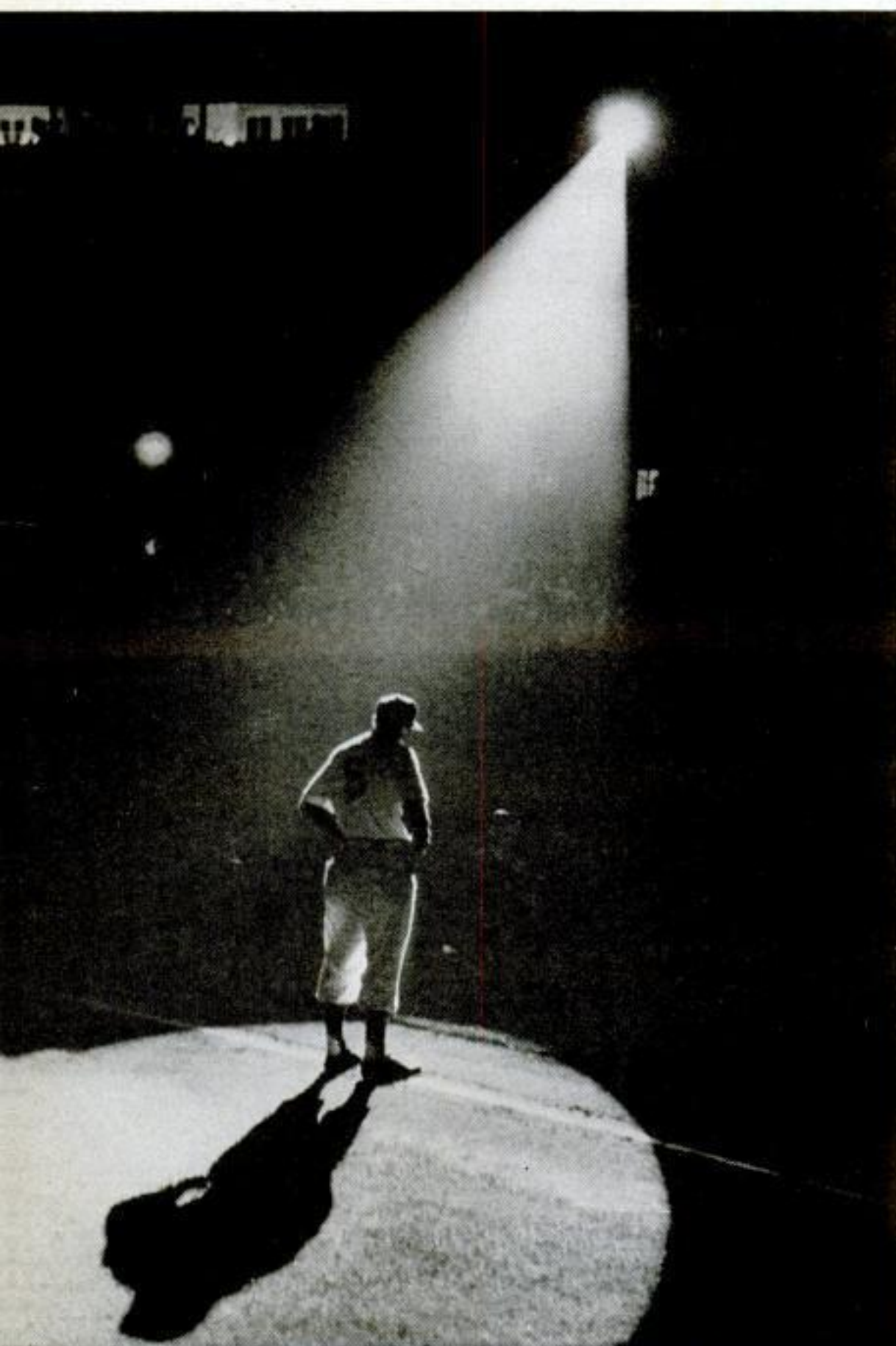


Ballyhoo and Baseball CONTINUED



HONORED FAN, 81-year-old Bill Klose, picked by Cubs to throw first ball, salutes national anthem.

← **FAN IS OWN CLOWN** at Milwaukee, showing his exuberance over return of baseball and the Braves.

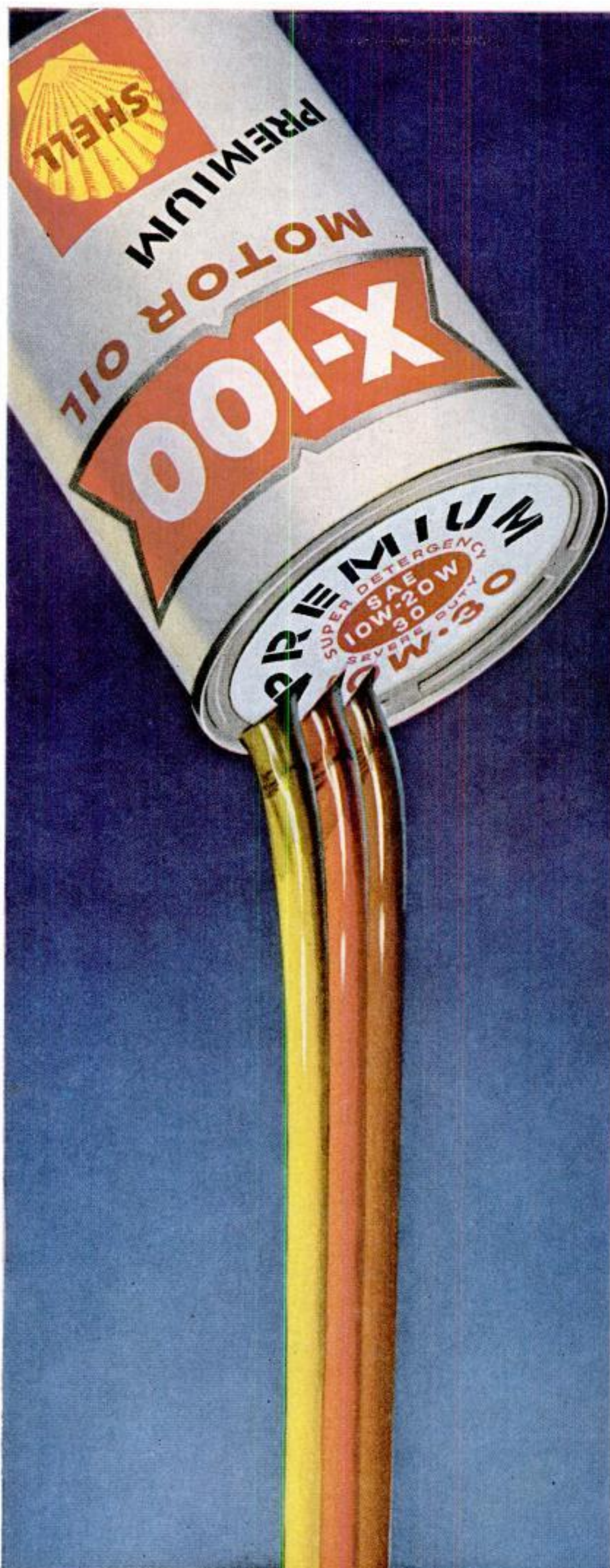


SPOTLIGHTED MANAGER Gene Verble of Charlotte Hornets in Sally League meets home crowd.

SEASON IS ON as Al Somers in San Diego gives → umpire's classical roaring call of "Safe!" at third.



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from Shell—
a motor oil
that adjusts
automatically
to all engine
temperatures!
It's
thermostatic!



*Prevents low-temperature sludge,
which clogs oil passages and
damages vital engine parts*

*Holds its body—protects under
the highest engine temperatures*

*Neutralizes acid action—
the major cause of engine wear*

On an average day, your car's engine undergoes temperature changes of over 100°F. New Shell X-100 Motor Oil Premium adjusts to all these temperature changes automatically. *It's 3 grades of motor oil in one.*

First, since your engine *always* starts cold, summer or winter, X-100® Premium adjusts to the special demands of *cold engine* operation. Like a light oil, it flows freely . . . saving your engine extra work. And it prevents cold sludge, which clogs oil passages and can result in big repair bills.

During short-trip driving X-100 Premium adjusts to *moderate* temperature conditions . . . cuts engine drag and power loss.

Then at highway speeds—when your engine runs hot—X-100 Premium adjusts again to resist thinning out, protects under heat.

And X-100 Premium is an *alkaline* motor oil. It adds to the life of your engine because it neutralizes acid action.

Ask your Shell Dealer for new X-100 Motor Oil Premium.

S.A.E. 10W For cold starts it's a light-weight oil. It flows freely . . . for full power fast.

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S.A.E. 30 For highway driving, when your engine runs *hot*, it's like a heavy oil—holds its body.

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Change to the oil in the new white container



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Imagine a gin so smooth, so dry and so
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world! This world-wide preference for
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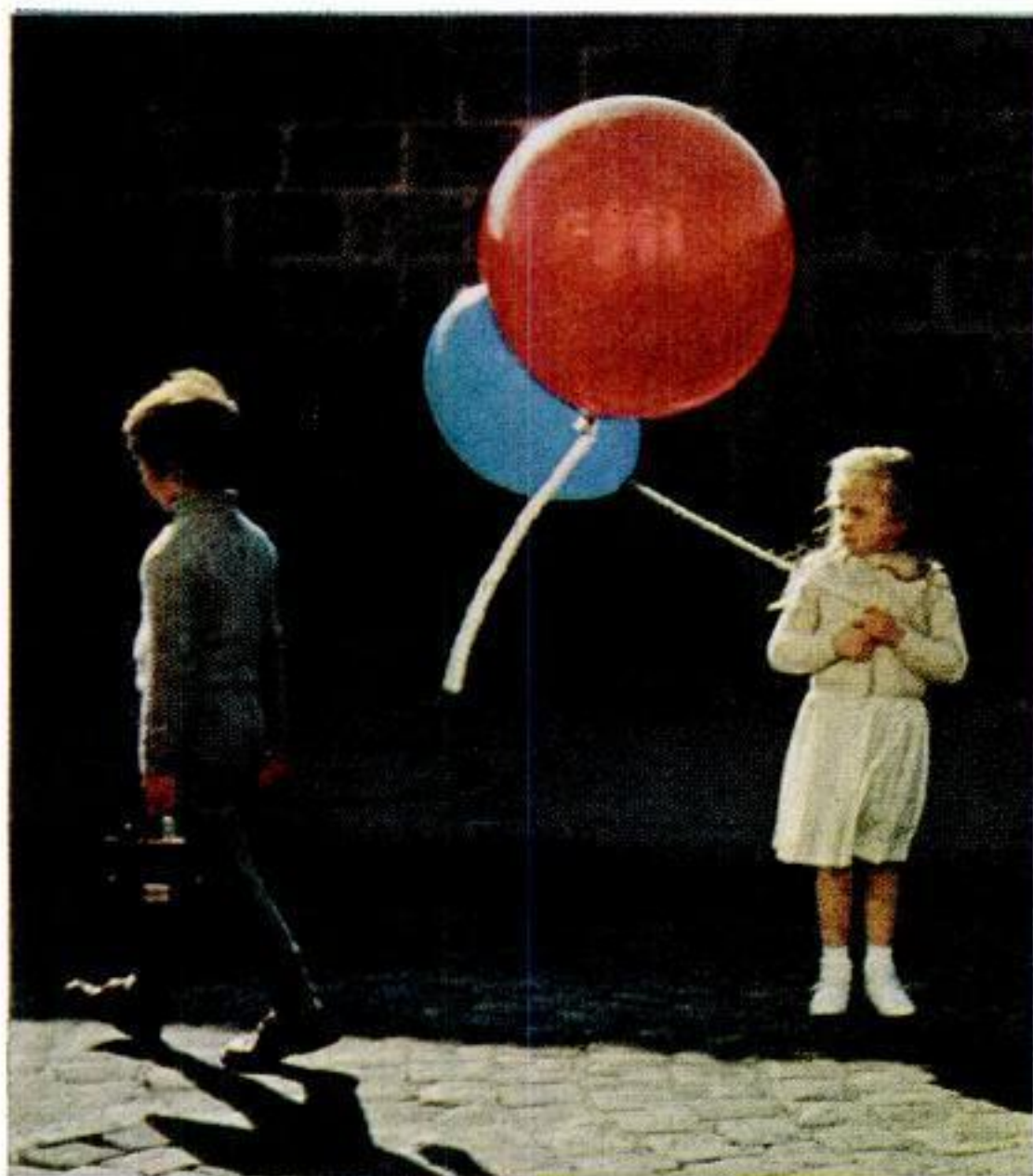
"The world agrees on 'GILBEY'S please'."

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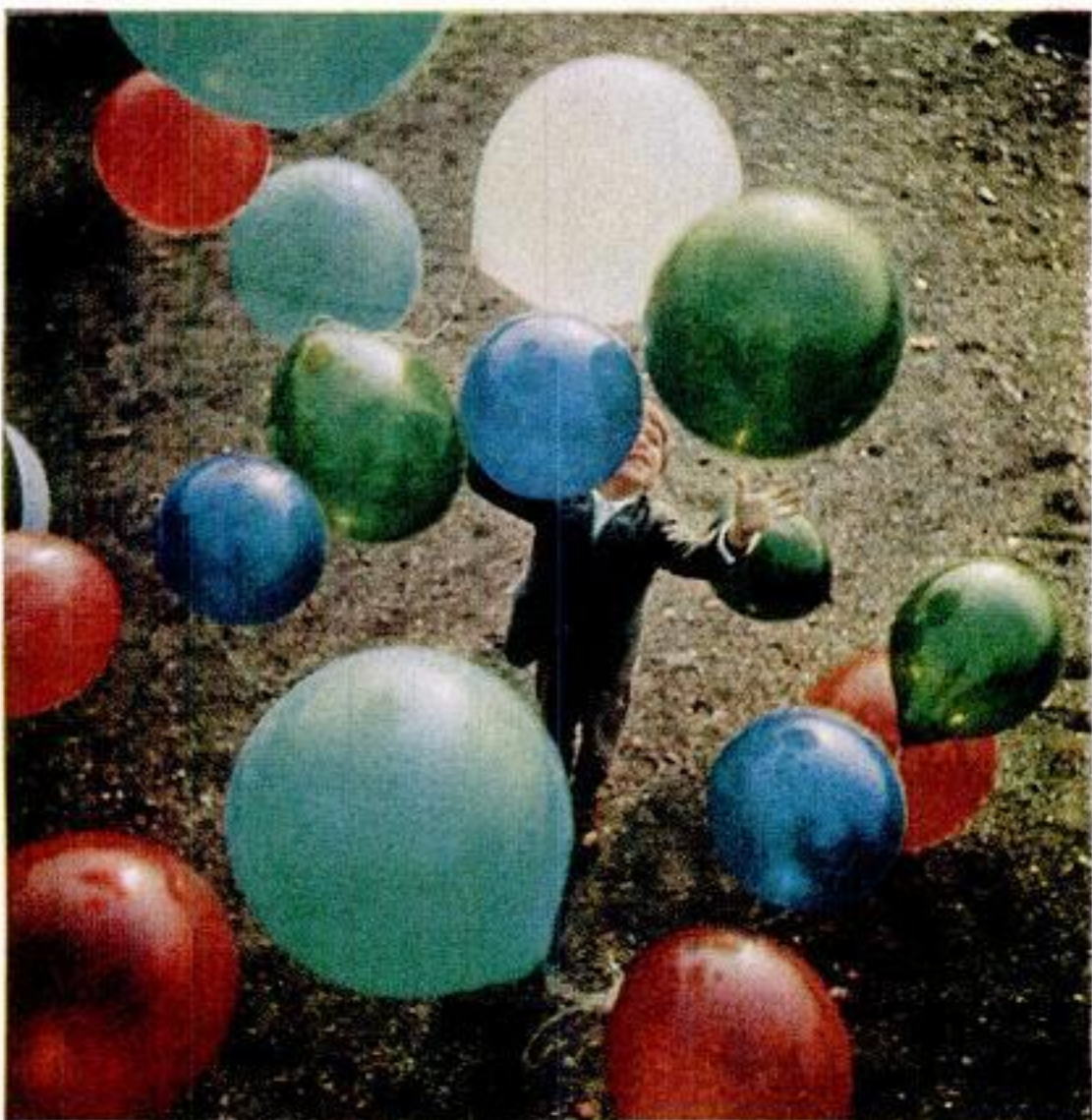
MOVIES



THE BOBBING BALLOON follows Pascal down a street, pausing only for a squeaky, rubbery kiss with Sabine's balloon.



DEFLATING IN DEATH, the red balloon, shot to the ground by a slingshot, slowly subsides and is wept over by little Pascal.



FRIENDLY BALLOONS whip from the hands of their owners in all parts of Paris and fly to soothe the sorrows of Pascal.



THE BALLOONS OF PARIS BEAR THEIR FRIEND PASCAL AWAY TO THEIR OWN HAPPY LAND

Flights of Fancy

A RED BALLOON IS STAR OF FRENCH FILM

The leading roles in *The Red Balloon*, a whimsical new 34-minute-long French film, are taken by a 5½-year-old boy, a 4½-year-old girl and a balloon. The balloon, floating against Paris' pastel backgrounds, comes close to stealing the show. It befriends the boy, follows him everywhere and sometimes teases him. It flirts with a little girl's blue balloon, admires itself in an old gilt mirror and finally, shot down by a rowdy boy, it acts out an affecting death scene, slowly wrinkling up, losing its color and deflating. It makes *The Red Balloon*, which was produced by French Writer Albert Lamorisse with the help of his own two charming children, Pascal and Sabine, and 25,000 balloons, a wonderful movie to see.



Meanwhile, back at the snacks it's roundup time . . . time for the posse to stoke up on a cowboy's favorite fare. And it's there "sure as shootin," in America's favorite ready-sweet cereal assortment. Kellogg's Snack-Pak. Two fresh "individuals" of Sugar Frosted Flakes, Sugar Pops, and Sugar Smacks, all of 'em loaded with solid nourishment.

Kellogg's **SNACK-PAK**

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THE DRAG RACING RAGE

Hot-rodders' numbers grow but road to respectability is a rough one

Drag racing started as a postwar teen-age infatuation with souped-up cars in which speed-crazy kids raced surreptitiously at 80 or 90 mph over lonely roads, scaring ordinary drivers to death. Now in many places in the U.S. it has come out into the open as a respectable—and controlled—sport. An event like that shown below is no longer uncommon—a drag meet at Santa Ana, Calif. where 3,000 spectators and 328 contestants turned out for races held with the blessing of the local police.

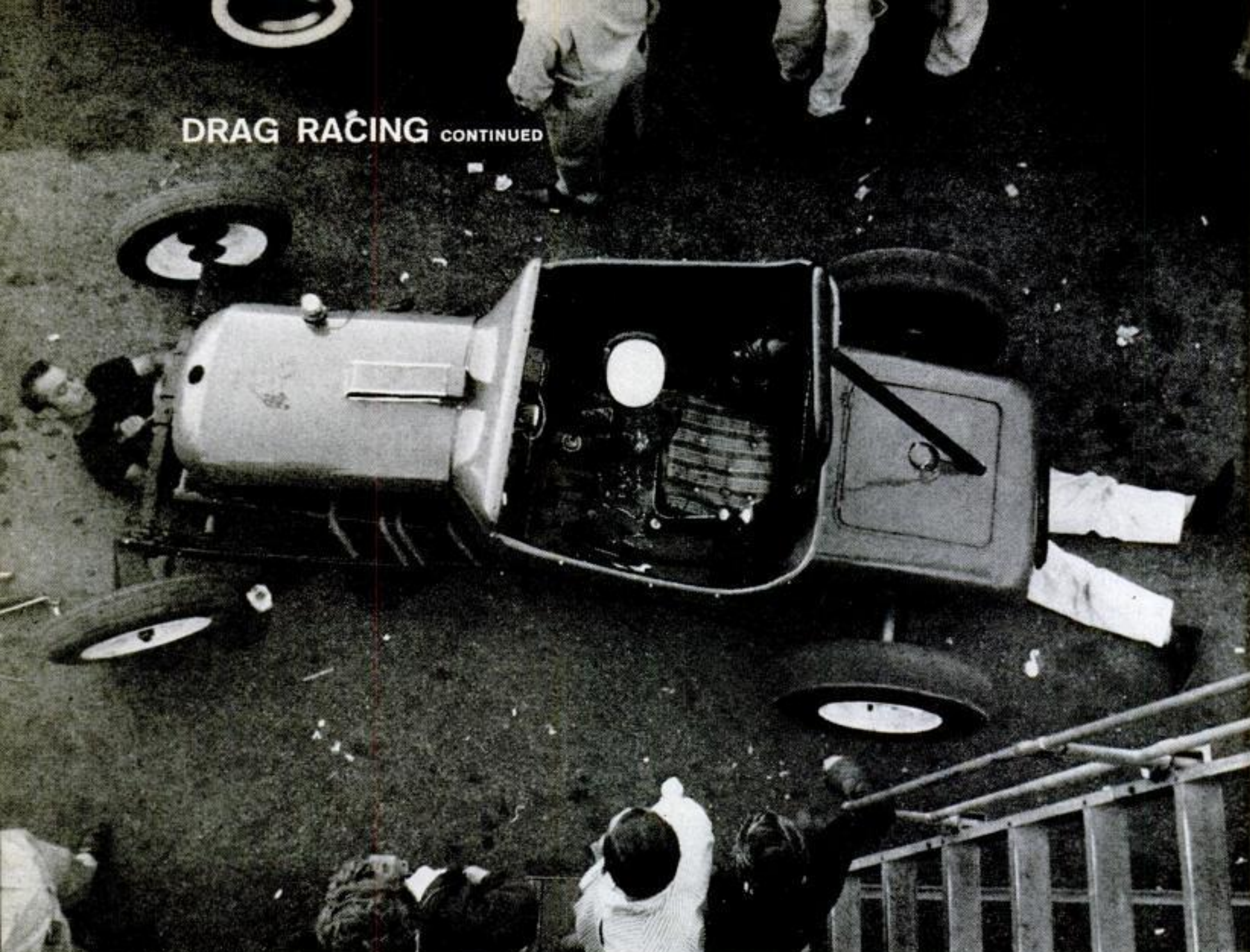
Official drag races—the name apparently stems from the need to “drag” or stay in low gears as long as possible—are held on quarter-mile strips in cars that are often a

conglomerate of old chassis, high-powered engines and multiple carburetors. Today there are two national hot-rod organizations, the National Hot Rod Association and the Automobile Timing Association of America, and 130 legal strips in 40 states. Last year some 2.5 million spectators swarmed to the strips to watch the nation's 100,000 hot rods in races that usually last little more than 10 seconds each.

But as the sport grows, so does the controversy over it. Safety groups and some police officials feel that the glorification of speed on the strips infects the teen-agers with a fatal spirit of derring-do on the highways. The young drivers are finding the road to respectability a rough one.

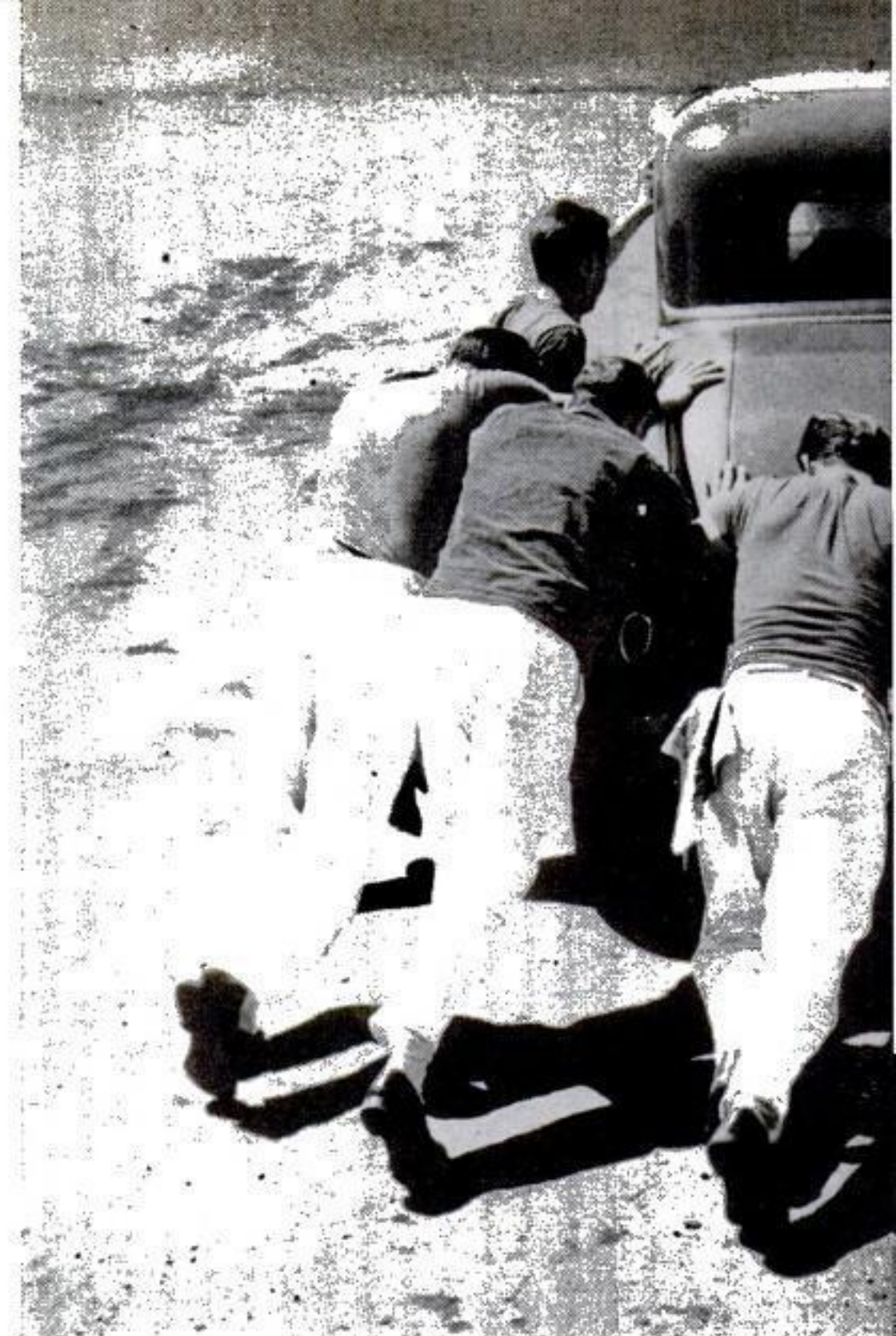


DRAG RACING CONTINUED



TUNING UP for the race (see previous page) at Santa Ana, oldest drag strip in U.S., Don Blevens

(head showing) and friend (feet showing) slide under 1924 Model T Ford, which can make 114 mph.



PUSHING START is required for this 1934 Ford coupe entered in the Santa Ana meet by Hiwinders

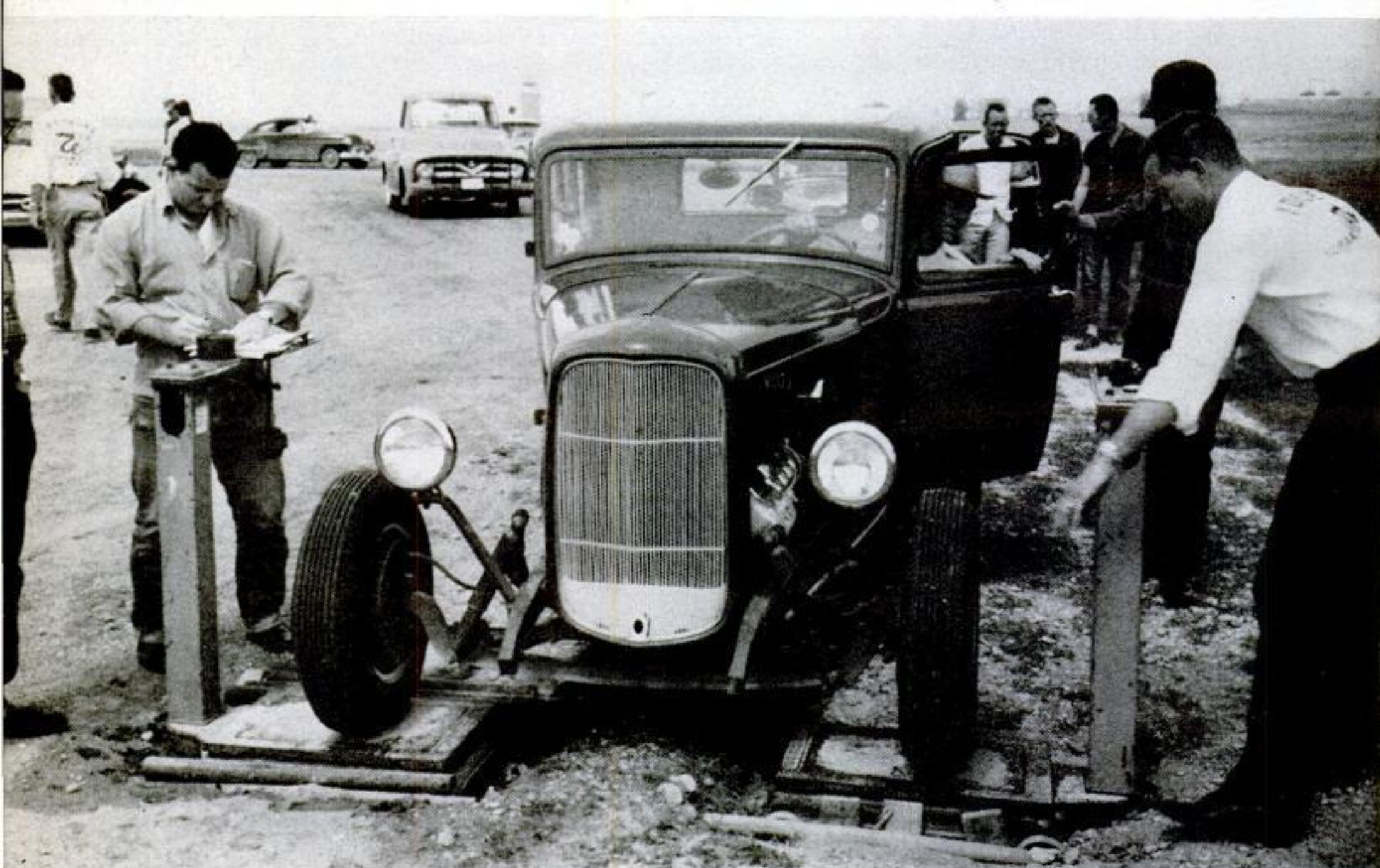
ACCELERATION IN LEGAL MEETS

The first drag races were pickup affairs on city streets, which often started at stop lights and lasted to the next light or the wail of a siren. The key to victory was fast pickup and today, on the strips, the race is still a straightaway acceleration test. It is really won in the first 500 feet by the driver who can lay on maximum power without causing his rear wheels to spin or the rear end to "fishtail," that is, swing back and forth. The driver must also shift gears skillfully to keep constant acceleration, as shown at right.

Cars race in classes based on weight, fuel,

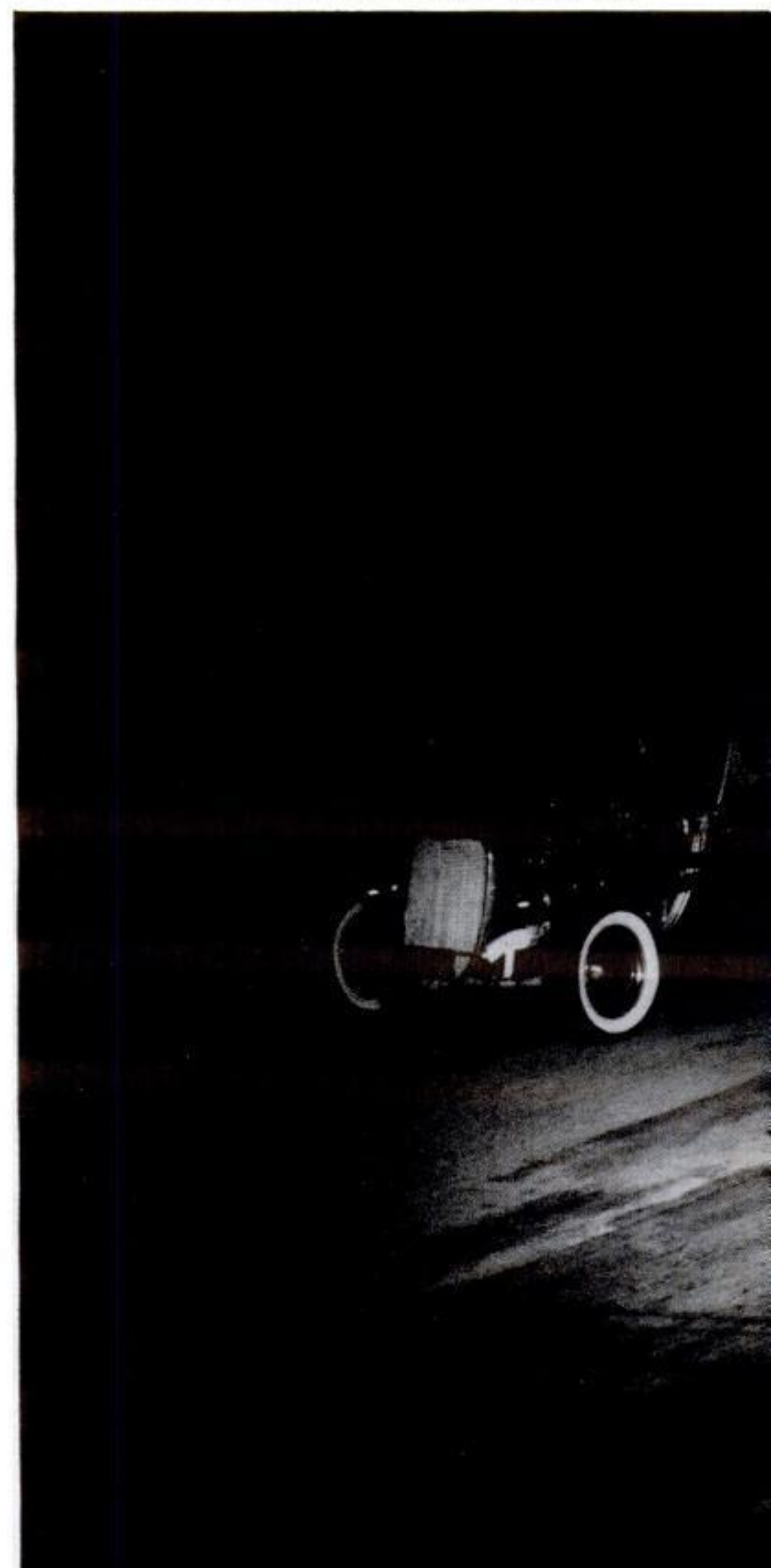
cylinder displacement and body styling. Since weight is crucial, many hot-rodders have eliminated "superfluous gadgets." In a race they are waved off in pairs from a standing start for a quarter-mile whoosh to the finish line. Over that distance most of the better hot rods will break 100 mph—the record is 166.97. Winners race against each other in elimination heats until the fastest of the day rolls off with the big trophy. N.H.R.A. and A.T.A.A. handed out nearly 17,000 trophies last year. Then the boys tow or truck the cars home since most hot rods are built only for racing, not transportation.

ACCELERATING POWER OF A HOT ROD IS SHOWN



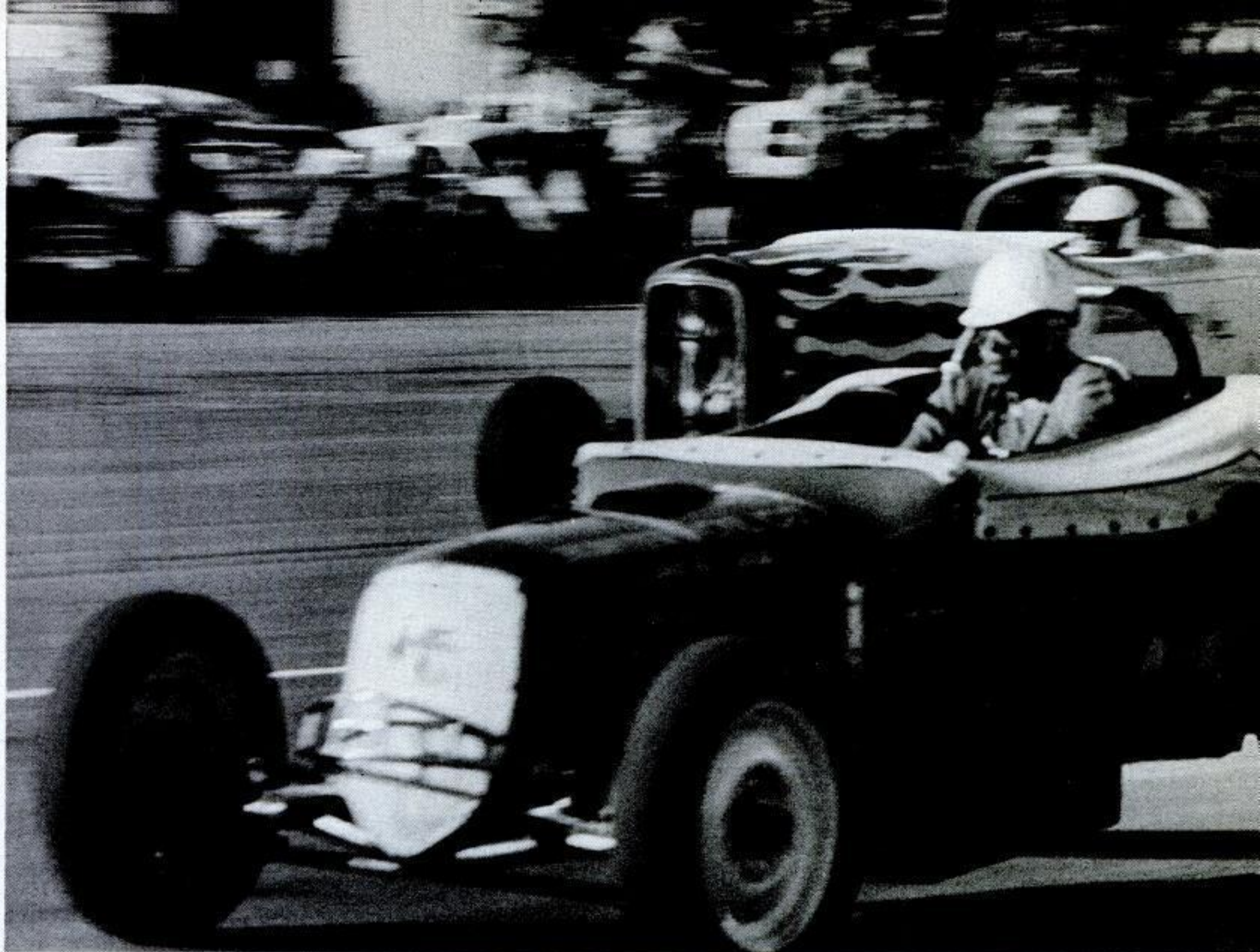
WEIGHING IN, R. D. Dodson (shown on cover) checks in at Eagle Mountain strip near Fort Worth

with Ford coupe. It is powered by a Chrysler engine and, with four carburetors pulling, hits 107 mph.





of Burbank, Calif. Once started, it proved fastest in its class, ran one heat at 105 mph and won a trophy.



NEARING FINISH at Santa Ana, a roadster leads a heat. In sanctioned meets cars must have roll bars

over driver's seat as protection in case car overturns and drivers must wear crash helmets and goggles.

IN THIS MULTIPLE EXPOSURE FROM FINISH LINE. FLASHES LIGHT CARS EACH SECOND, SHOW THE INCREASING DISTANCE THE CARS TRAVELED IN EACH INTERVAL



CONTINUED

DRAG RACING CONTINUED

SURREPTITIOUS RACES IN CENTER OF THE CITY

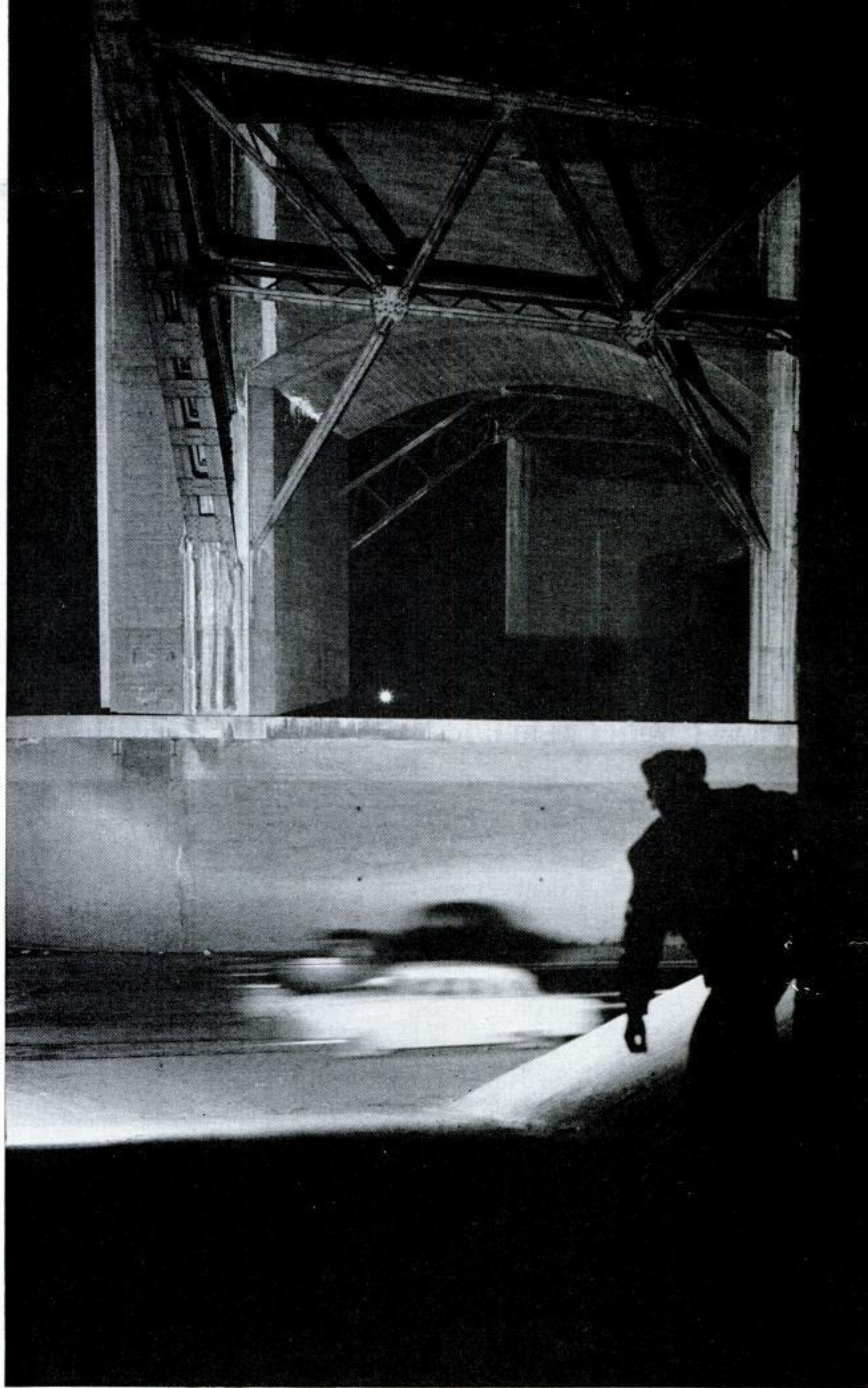
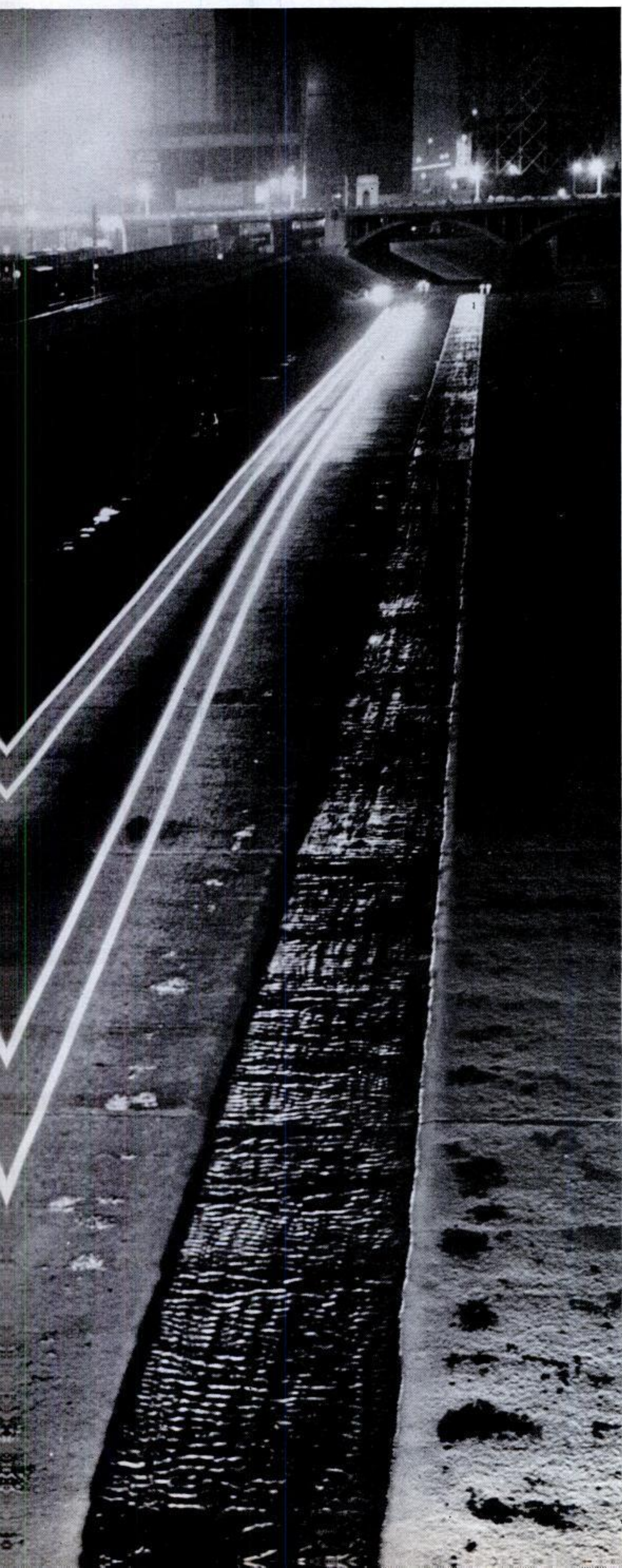
Illegal drag racing, the bane both of police and of reputable hot-rodders concerned for the good name of dragging, is prevalent in places like New Orleans which have no legal racing strips. But even in the Los Angeles area, which has six strips, sometimes hot-rodders race illegally at night, when the strips are closed. One of their favorite nighttime courses is

IN AN ILLEGAL DRAG RACE A COUPLE OF STREET MACHINES ROAR THROUGH THE CENTER OF LOS ANGELES ON THE DRY, FLAT CEMENT-LAID BOTTOM OF THE LOS



the bed of the Los Angeles River. Except in flood times, the river is confined to a narrow strip in the middle of the bed, leaving high and dry a wide, flat pavement that is ideal for drag races. "Dragging there is great till the fuzz arrives," says a hot-rodder, in language explained on page 140. "Then the badge bandits break things up and everybody bugs out."

ANGELES RIVER. THE LARGE BUILDING AT LEFT IS THE CITY'S HALL OF JUSTICE



LOOKOUT KEEPS WATCH for the police under a bridge. This illegal drag race drew 15 hot-rodders who raced almost an hour before the police arrived.



COPS MOVE IN on another illegal race. Most of the racers fled. The cops did not arrest those they caught but simply gave them warnings and a few tickets.



CLUB NAMES decorate the uniforms of members of 32 of the nearly 70 hot-rod clubs in Fort Worth, which, with several nearby strips, is one of the busiest

hot-rod centers in the nation. Most of the club names have a boastful ring—the Barons, Lords, Noblettes and Dragons—but a few, like Snails, are overmodest.

CLUBS AND HANGOUTS FOR HOT-RODDERS

No serious-minded hot-rodder can get along without belonging to a club whose name he wears emblazoned on shirt, overalls or jacket. Some clubs pour all their money into one car which they race together. Others are made up of individual owners.

The primary activity of the country's 15,000 clubs is the repair and improvement of cars. Hot-rodders, who never consider a car finished, put

a couple of years' labor and from \$500 to \$8,000 into a prizewinning car.

Second most important club activity is public relations. They have to work on civic projects to gain support from groups who can help finance strips, and to placate police and motorists who sometimes blame hot-rod clubs for teen-age recklessness. They also set up a disciplinary system (below) that forces members to drive carefully and avoid bad publicity.

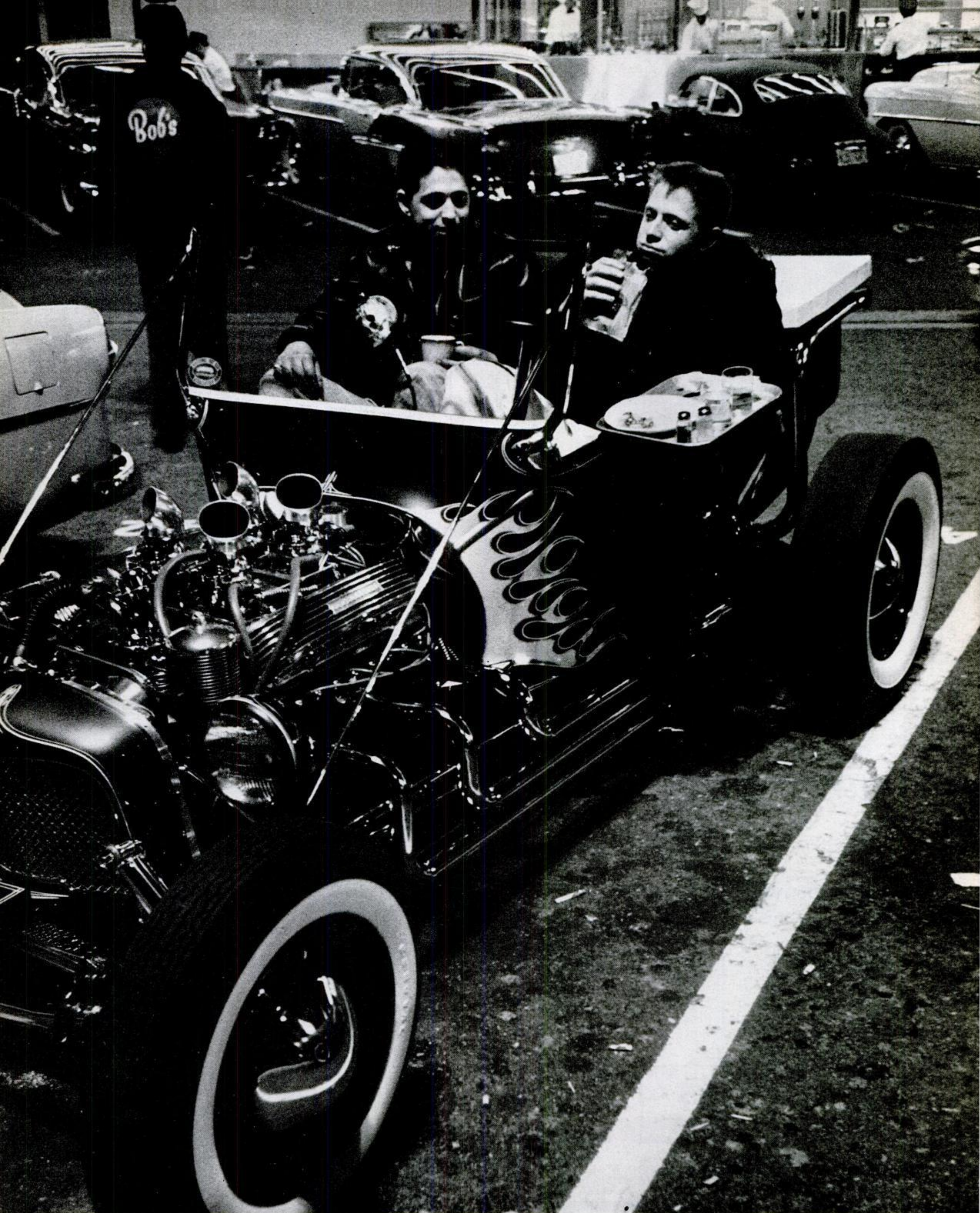


GOOD AND BAD DEEDS earn plus and minus points in self-disciplinary system used by San Francisco Hi-Domes. Members win points by helping police inspect



their cars and offering blood. They lose points, as shown in a posed picture, for speeding. At the end of the year the Hi-Domes' low-point man faces expulsion.





A DREAM BOAT for hot-rodders is a chromed roadster like this one belonging to Norm Grabowsky of Sunland, Calif. The car, a Ford with a Cadillac engine, took

him \$8,000 and five years to build. He and many hot-rodders spend a lot of time at drive-ins where they can satisfy their hunger and show off their creations.

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you can give Mother so much!

UNIVERSAL Coffeematic

with the FLAVOR-SELECTOR



THE NEW
EIGHT-CUP
MODEL

only
\$19⁹⁵

**Only UNIVERSAL gives you
Chrome on Solid Copper at this low price!**

This Mother's Day give her the wonderful enjoyment of *real* coffee brewed quickly and automatically in a famous Universal Coffeematic. There is nothing finer, and now this newest model is priced to bring it within the reach of everyone. She'll enjoy coffee made exactly to the strength she chooses and kept hot without becoming strong or bitter. She'll appreciate its lovely chrome-on-copper beauty whenever she serves.



NO GUESSING
Flavor-Selector gives the exact strength you prefer every single time.



NO WAITING
Cold water pump starts perking quickly. Coffee never comes to a boil.



NO REHEATING
Heat-Sentinel keeps your coffee at the perfect serving temperature.

UNIVERSAL

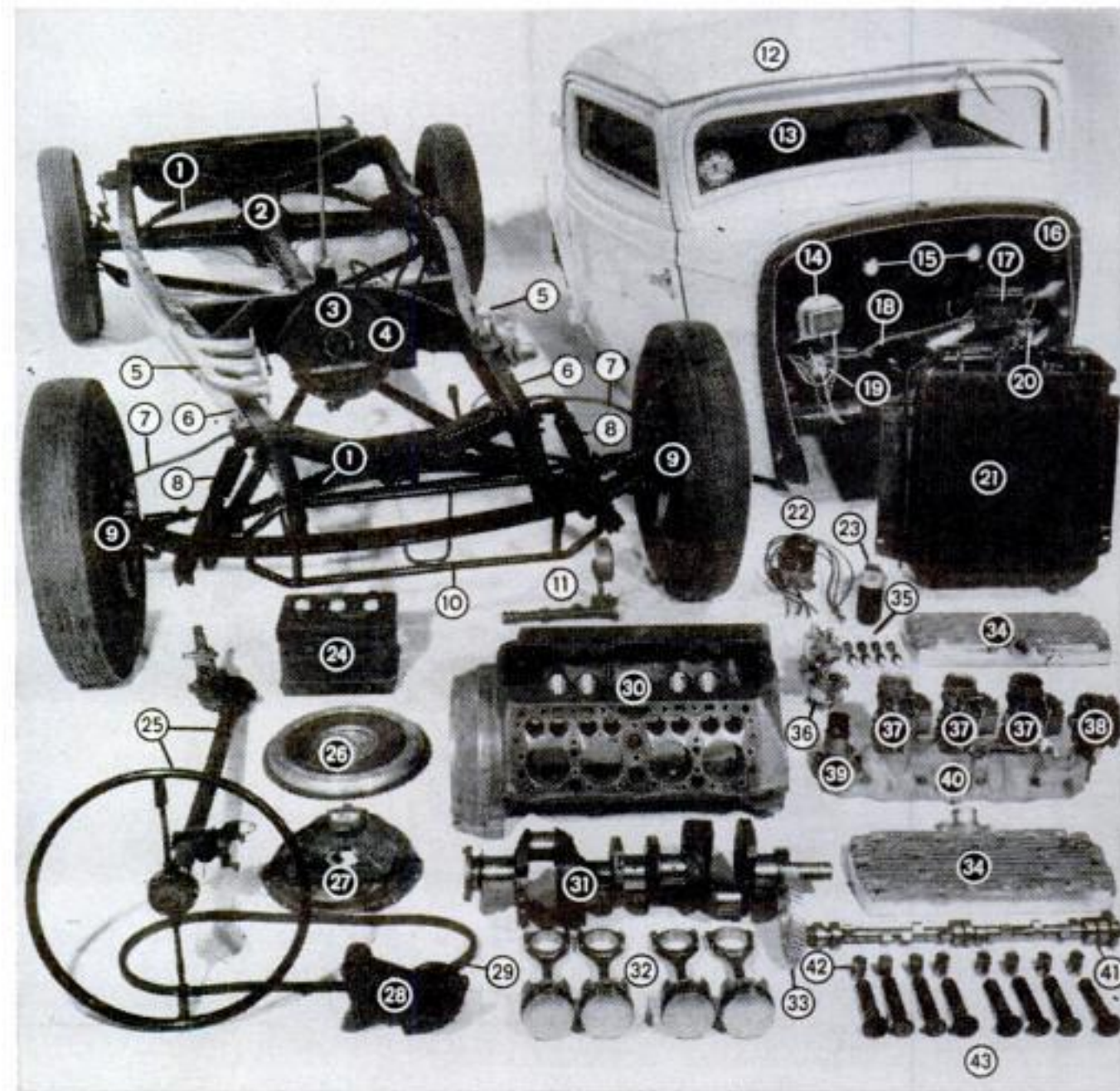
LANDERS, FRARY & CLARK, NEW BRITAIN, CONN.

DRAG RACING CONTINUED

PARTS FOR FAST CARS



HOT-ROD ACCESSORIES are sold by Original Chrome House of North Hollywood, one of four shops in Los Angeles area specializing in such equipment.



STRIPPED-DOWN VERSION of \$2,300 hot-rod coupe owned by Jack Eaton of Glen Cove, Long Island shows how a typical hot rod car is put together. 1 Front, rear springs—1932 Ford, 1940 Ford. 2 Rear axle assembly—1940 Ford. 3 1939 Ford transmission. 4 Clutch, hydraulic brake pedal assembly. 5 Exhaust headers. 6 1932 Ford chassis. 7 Hydraulic brake lines—1948 Mercury. 8 Shock absorbers—1954 Mercury, 1948 Mercury. 9 Hydraulic brakes (4 wheels)—1948 Ford. 10 Front nerfing bar (bumper). 11 Oil pump. 12 1932 Ford Model B body. 13 Custom upholstery. 14 Voltage regulator—1948 Mercury. 15 Trouble lights—1954 Lincoln. 16 Firewall. 17 Electric fuel pump. 18 Fuel line. 19 Starter solenoid—1948 Mercury. 20 Fuel filter. 21 Heavy capacity radiator. 22 Distributor, ignition wires. 23 Coil. 24 Battery. 25 Steering assembly, wheel. 26 Aluminum flywheel. 27 Pressure plate. 28 Water pump—1948 Mercury. 29 Generator belt. 30 1948 Mercury #59A engine block. 31 Stroked crankshaft—1949 Mercury. 32 Racing pistons, chrome rings, connecting rods. 33 Timing gear. 34 Aluminum heads. 35 Spark plugs—1948 Mercury. 36 Fuel pump. 37 Triple carburetors—1942-48 Ford. 38 Idler pulley—1917 Ford. 39 Fuel pump stand—1948 Mercury. 40 Triple manifold. 41 Full race cam shaft. 42 Tappets. 43 Intake, exhaust valves, springs—'48 Mercury.

CONTINUED



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HOME PERMANENT

SQUEEZES ON! no messy dip-dabs; goes on with half the work!
COMBS ITSELF IN! saturates evenly for longest lasting curls!

Only Lilt gives this entirely new experience with a permanent. The new squeeze bottle with comb tip works like a helping hand. Just squeeze, and you saturate your curls, front, sides, back, *easily*.

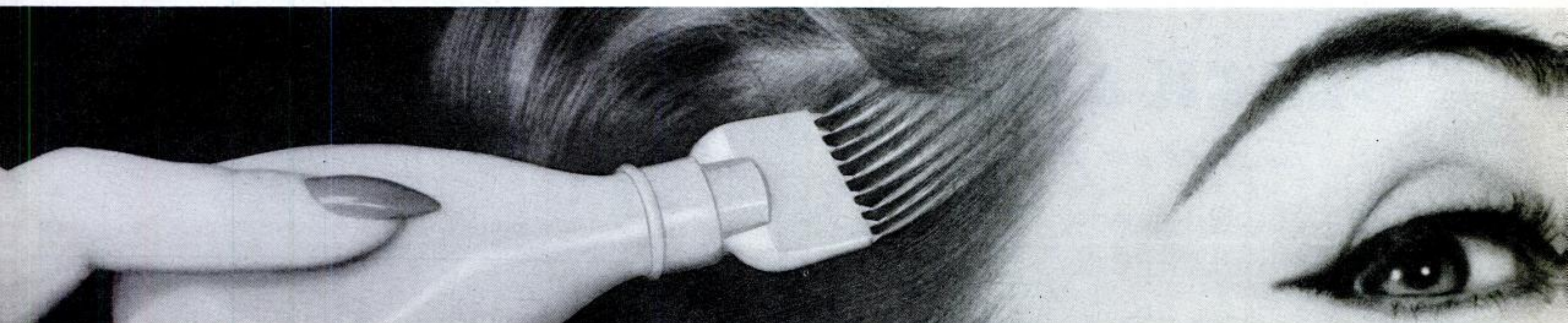
With Lilt, you don't need to bother friends to help. But with or without help, Lilt is easier, faster. "Squeeze-Comb" Lilt instantly



saturates more evenly, thoroughly than the slow dippy-drippy way. That's why Lilt-curls last and last until you cut them off.

And new Lilt curl magic actually *improves* condition of hair as it curls. Hair is softer, shining; obeys any whim of your brush. Do give yourself a Lilt beauty lift, *soon*.

© 1957, Procter & Gamble Co.



Only Lilt with comb-tip squeeze-bottle goes on so fast, so easily

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DRAG DEFENDER Wally Parks is the editor of the magazine, *Hot Rod*.



DRAG OPPONENT Bernard Caldwell believes speed is contagious.

RIISING ARGUMENTS ON NATIONAL SCALE

Until recently the controversy over drag racing has been at a local level. Some police departments made peace with hot-rod clubs, found them strips and got along fine with the hot-rodders and their racing. Other cities have had nothing to do with either. But in September of last year the International Association of Police Chiefs raised the controversy to a national level. At a convention in Chicago the chiefs condemned hot-rod club speed competition which, they felt, inspired participants and spectators to drive recklessly on the highways. Then the National Safety Council also came out against drag racing. Recently, Socony-Vacuum and Mobilgas, which had supported a hot-rod safety tour, bowed out and left hot-rodders to shift for themselves.

Drag supporters like N.H.R.A. President Wally Parks (*above*) argue that police who have been in contact with sanctioned drag racing longest are usually its strongest supporters. One of these is Ralph Parker, police chief at Pomona, Calif. He has stated that although Pomona has grown more than a third since it opened its drag strip in 1950, the accident rate for the under-20 group there has decreased 6%. In all California it has gone up 45%. To this authorities like Bernard R. Caldwell (*right, above*), commissioner of the California Highway Patrol, reply that California, Holy Land of dragging, also led the nation last year in highway deaths and injuries.

In spite of the attacks hot-rod clubs continue to gain 1,500 new members a month, and Americans, who seem destined to hear a lot more about dragging, may as well learn to dig drag jargon (*below*).

A DICTIONARY OF DRAG RACING JARGON

A-bomb	Modified Model A Ford
Batch out	Take off from dead stop
Badge bandits	Cops
Beast	Exceptionally fast car
Bug out	Get out fast
Choose off	Challenge somebody to drag
Chopped top	Hot-rod with roof lowered
Dragster	Car built only for dragging
Fuzz	See badge bandits
Goodies	Hot-rod accessories
Gutted	Car with interior stripped
Nerf	To push another car
Pot out	Engine failure
Prune	Beat another car
Rails	Hot-rod frame
Rake	Forward list to a car
Squirrel	Dangerous, careless driver
T-bone	Model T Ford
Top eliminator	Best car at a meet
Twin pots	Dual carburetor



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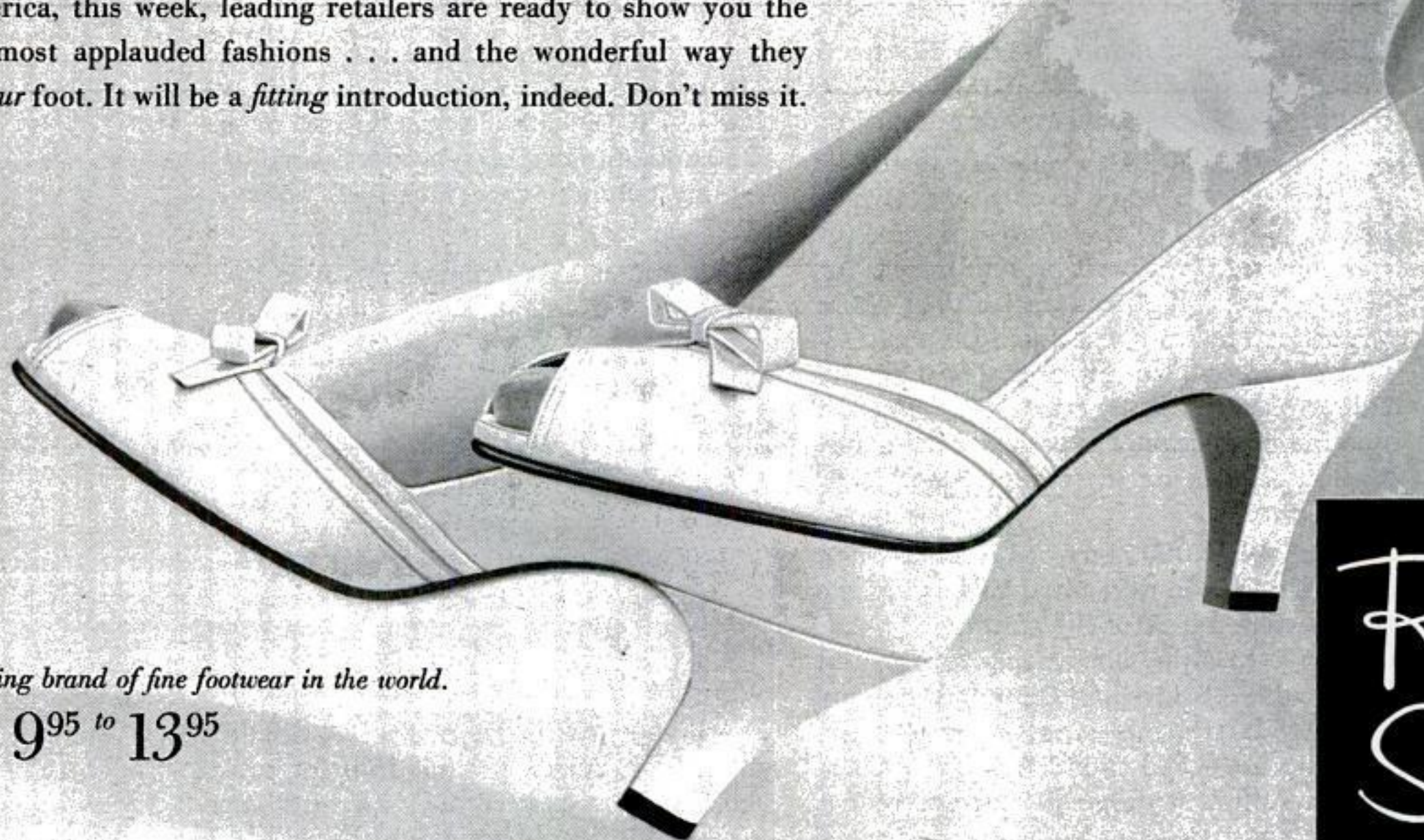
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UNDER SPREADING CACTUS PLANT ON ARIZONA DESERT, ACTRESS NARDA ONYX IN HER NUN'S COSTUME DOZES BETWEEN SCENES IN IMPROVISED HAMMOCK

Jobs in cactuses for actresses

A patch of Arizona desert a few miles outside Tucson became a busy place recently when it was invaded by a full-scale movie production crew and three shifts of famous Hollywood and Broadway stars. The purpose of the safari was to film three entirely different *Playhouse 90* shows for CBS-TV, using the same backgrounds, technicians and equipment, thus cutting production costs to a minimum. The three acting troupes came in quick succession, each taking about 10 days to do its stint.

The first show, *Four Women in Black* (Thursday, 9:30-11 p.m. EST, April 25), is based on a true incident when a band of Carondelet nuns trekked across the desert and survived skirmishes with Indians to found Tucson's Carondelet convent. The actresses in the cast, headed by Helen Hayes, commuted to the desert from Tucson, between takes sunned themselves, caught up on correspondence and hunted elf owls in the cactus.

WAITING FOR HER SCENE, WELL-SHADED HELEN HAYES WRITES LETTERS →

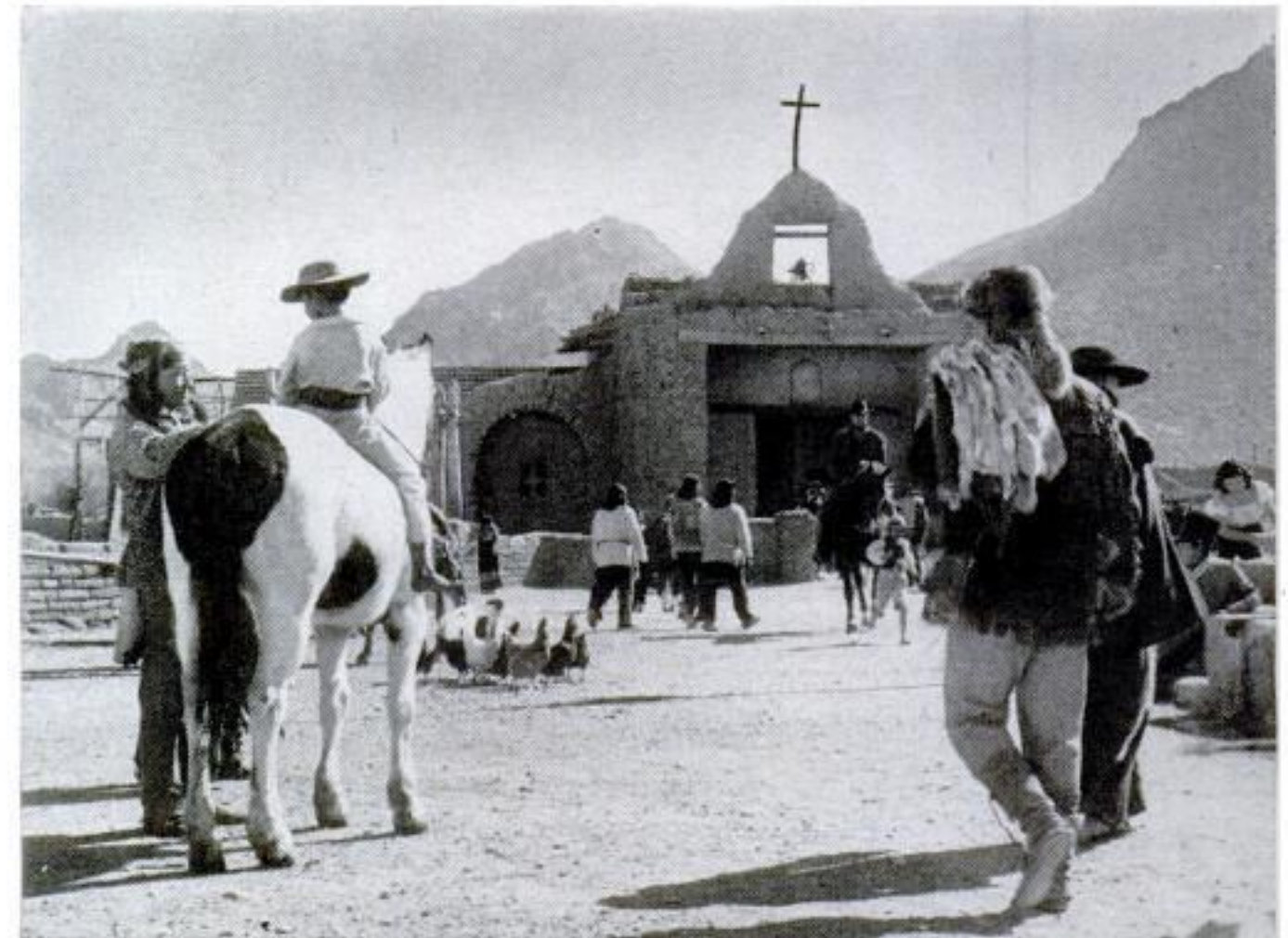


CONTINUED

THREE SHOWS, SAME SET



"FOUR WOMEN IN BLACK" uses mission church as setting for nuns' triumphal entry into Tucson. They line up while cameraman blocks out scene.



"LONE WOMAN" uses same church as part of New Mexico trading post where villainous traders tangle with Indians over trapping rights and love.



"WITHOUT INCIDENT" uses mission as background for Errol Flynn, who plays a U.S. Cavalry officer leading Ann Sheridan back to civilization.

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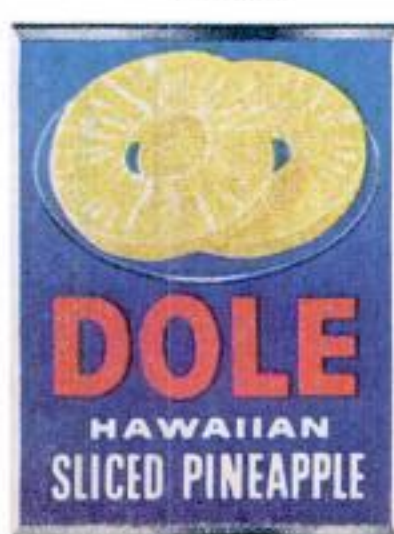


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DISASTROUS COLLISION over Grand Canyon last June, reconstructed in drawing based on official findings just released, occurred when United Airlines

DC-7 (rear) overtook TWA Constellation at 21,000 feet on converging course. DC-7 wing tip slashed across other plane's tail and both planes fell to ground.

AIR MYSTERY IS SOLVED

A step-by-step reconstruction of the Grand Canyon crash suggests ways to prevent the rare but nightmarish cases of airplane collision

by MARY H. CADWALADER

THE worst disaster in the 30-year history of American commercial aviation was the collision of two transport planes last June 30, almost three miles up in the thin emptiness over the Grand Canyon. The crash rocked the aviation world: it happened near noon on a summer day, in normal weather and a reasonably clear sky—and it brought quick death to 128 people.

The final report on the accident was issued last week by the Civil Aeronautics Board after almost 10 months of painstaking detective work. From this report and from interviews with government officials, airline executives and members of the Air Line Pilots Association, which conducted its own investigation of the crash, the story of the collision can now be reconstructed in considerable detail. It throws

a spotlight on the probable cause, mainly a problem of visibility which threatens to become increasingly severe in the onrushing jet age.

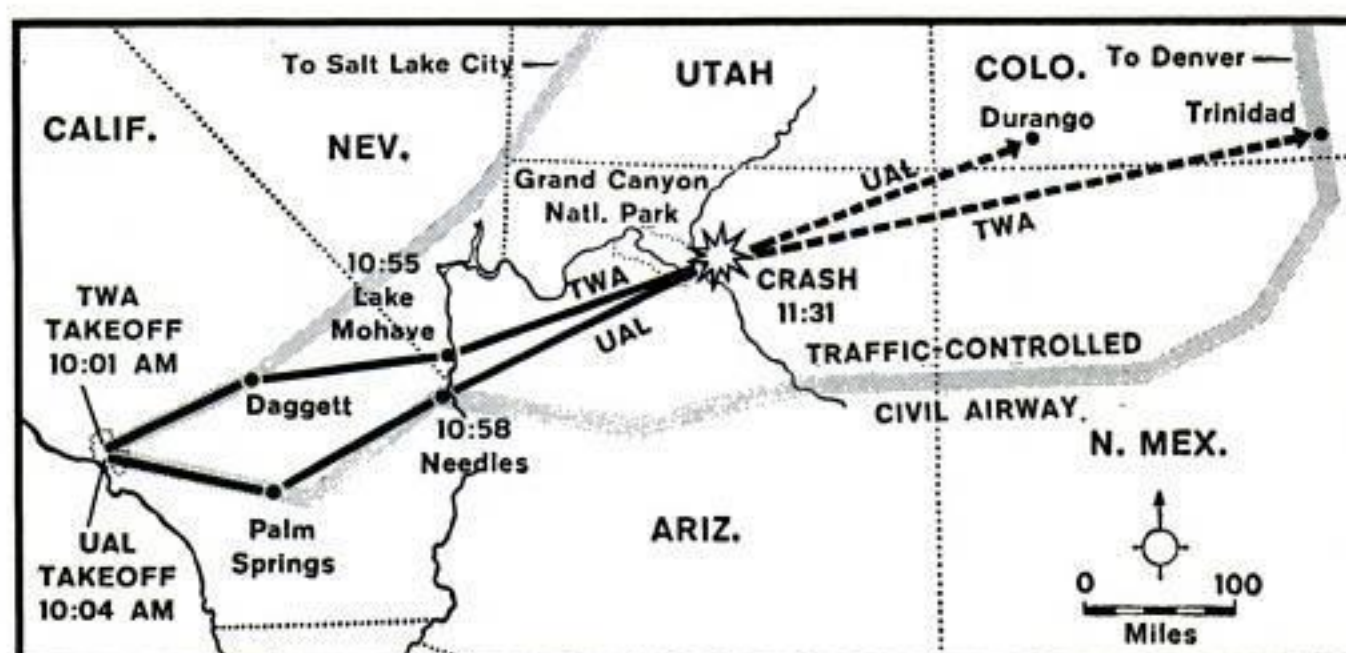
Statistically, death-dealing collisions involving airliners are reassuringly few. Of the 131 mid-air crashes involving civil aircraft recorded in this country since 1947, commercial transports figured in only 17, and in 10 of those the transport landed safely. But these statistics do not include a vast number of near-misses, in which only fast work by the pilots or sheer good luck may have prevented a collision. In the last four months of 1956 alone pilots reported no less than 452 such narrow escapes to the CAB.

To most aviation experts the danger of collision has become the nation's most pressing air safety problem. Their increased concern

ADVENTURES of COL and GATE



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AIRLINERS' ROUTES followed the CAA-monitored airways (grey lines) briefly from Los Angeles, with TWA heading northeast, UAL east. Then, as is frequently done on long flights, planes left airways to head cross-country on direct courses (black solid line) toward destinations. Courses crossed over Grand Canyon where aircraft collided. Dotted lines show intended courses.

MYSTERY SOLVED CONTINUED

is reflected in a recent series of reports dealing with the subject: a Civil Aeronautics Administration study of poor cockpit visibility as a cause of mid-air crashes; separate surveys of collision factors by the CAA and CAB; and, most important, an interim report last week by a presidential committee on air safety which emphasizes aerial collisions as a major problem in the expansion of American aviation.

Perhaps the most striking fact turned up in studies of mid-air collisions is that most of them occur in good weather. Of the 131 aerial accidents of the last nine years all but 11 occurred in relatively clear skies and all but five in full daylight as well. In this respect the Grand Canyon crash was shockingly typical.

What happened on June 30 can be told simply. Two planes left Los Angeles three minutes apart on different courses. The projection of their compass headings several hundred miles eastward showed that at one point their paths would cross. Near that point the two planes collided.

"If we'd tried our level best to make sure they'd meet," said a grim-faced airline man later, "we couldn't have managed it in a hundred years."

Trans World Airlines' Flight 2, a Super-Constellation with 70 people aboard, lifted off the Los Angeles runway at one minute past 10 on that hazy midsummer morning, with Kansas City scheduled as its first stop. United Airlines' Flight 718, a DC-7 Chicago-bound with 58 passengers and crew, followed it into the smog at 10:04. (Take-offs are given in Mountain Standard Time, which was later to be used in radio reports by both planes.) The two transports were in good repair. Both pilots were solid veterans in their 40s who had flown the routes scores of times. Their flight plans were approved by Air Traffic Controllers of the Civil Aeronautics Administration, the government's operating and policing arm in the aviation field. (The CAB, an independent agency of Congress, is the top-level policy and lawmaking body; the two are separate.)

Some knowledge of the pilots' intentions and the rules under which they flew is essential to an understanding of what followed. In both cases the flight plans called for the airliners to depart from the standard airway routes shortly after leaving Los Angeles. This was routine: the airways, invisible but well-defined aerial highways which are carefully policed over radio by CAA air traffic controllers, are frequently by-passed by pilots seeking short cuts or strong tail winds. The Chicago-bound United-718 would have had to detour to Salt Lake City if it had stayed on airways; TWA-2 would have had to fly to Kansas City via Albuquerque, a long way round.

Instead, the two pilots chose to fly direct to their destinations. Once off the airways they would, as usual, bear full responsibility for avoiding other aircraft. In addition, they would be required to check in with ground stations periodically.

LEAVING Los Angeles, TWA-2 was cleared for a cruising altitude of 19,000 feet, United-718 for 21,000. Twenty minutes out and still on airways, TWA-2 asked permission to change to 21,000 feet, presumably to avoid turbulent air or bad weather.

The Los Angeles Air Traffic Controller denied the request—after checking with the Salt Lake City ATC, into whose area the flight would shortly move—because United-718 was already at 21,000 feet, and on a converging path. TWA-2, encountering clouds, then



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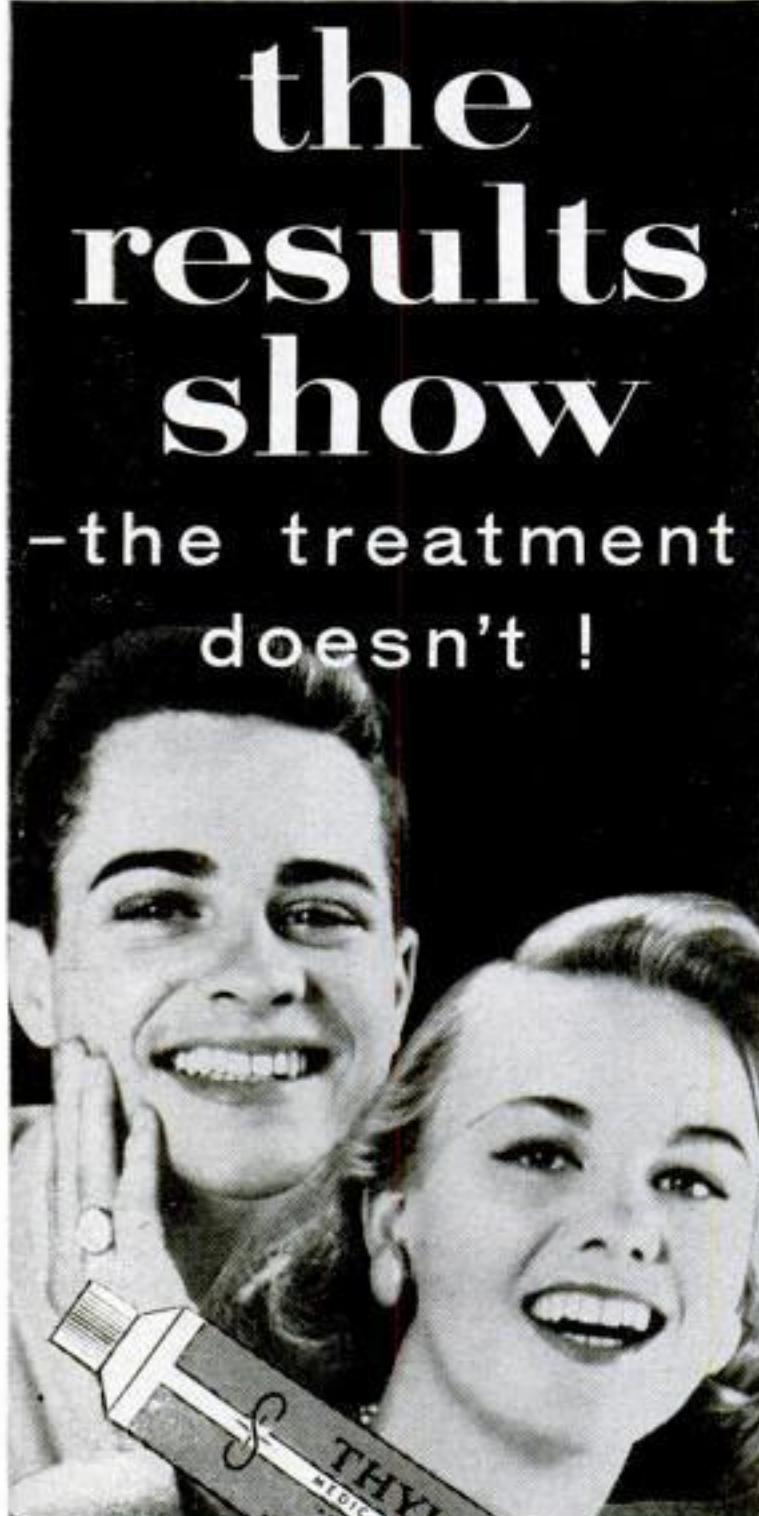


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CRASH SITES of airliners (arrows, with TWA near bottom) were mile apart just west of Colorado River. Scattered wreckage fell on both sides of canyon.

MYSTERY SOLVED CONTINUED

came back with a request for permission to fly "1,000 on top"—i.e., at least a thousand feet over the nearest cloud cover.

Los Angeles ATC was cautious. The controller okayed TWA-2's request for "1,000 on top" of the clouds but added that United-718 was traveling at 21,000 feet in the same area. Pilot Jack Gandy heard and acknowledged the message. A short time afterward he checked in over Daggett, Calif.

There was silence for half an hour. Then came the second routine check-in call: "TWA-2, over Lake Mojave at 10:55, one thousand on top at twenty-one thousand, estimating Painted Desert eleven-thirty-one."

Captain Robert Shirley, piloting the Douglas DC-7, called in three minutes later: "United-718, over Needles at 10:58, twenty-one thousand, estimating Painted Desert at 'thirty-one.'"

The radio messages, spoken in matter-of-fact voices, seemed to shout of possible disaster. But the two pilots were not referring to a specific area; they could be anywhere along the Painted Desert "line of position"—an imaginary line on the map connecting two small ground stations in Utah and Arizona, almost 175 miles apart. As it happened, an ATC communications man at Salt Lake idly noted the similarity in the two reports. Then he turned to something else; it was not an unusual occurrence.

The planes were now perhaps 40 miles apart. There was another period of quiet. Droning out of Denver on a westbound United flight was Captain Emory Culbertson with his radio on as usual. He testified later:

"At approximately 11:28 I overheard on the company frequency the message, 'Salt Lake from United-718,' followed by a word not clearly distinguishable but which sounded like 'we.' Then there were possibly one or two more words which I couldn't distinguish at all, accompanied by some background noise like static. Then silence. I thought at the time the tone sounded a bit different. . . . I would use the term 'anxious.' . . ."

An ATC man on the ground who heard the garbled message tried, a few minutes later, to play it back on the recording machine but found the playback gadget broken. He gave up, wondering curiously who had spoken and what the voice had said. Two other pilots also caught the call. Like Captain Culbertson they were not particularly concerned; they assumed the plane was having radio trouble.

By this time, however, a good many people were beginning to worry. When 718 failed to check in over Painted Desert, United's

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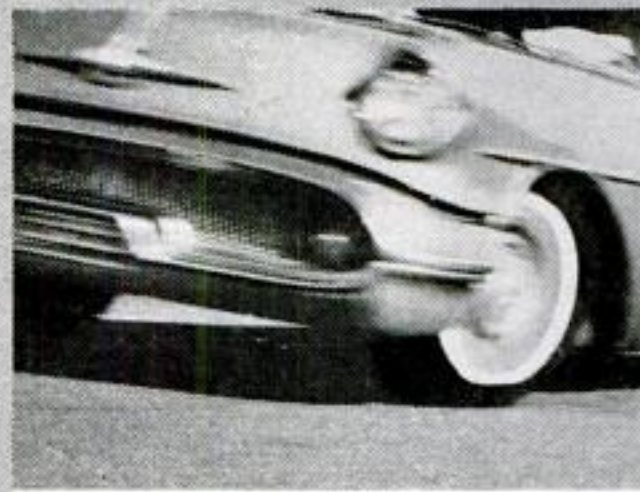
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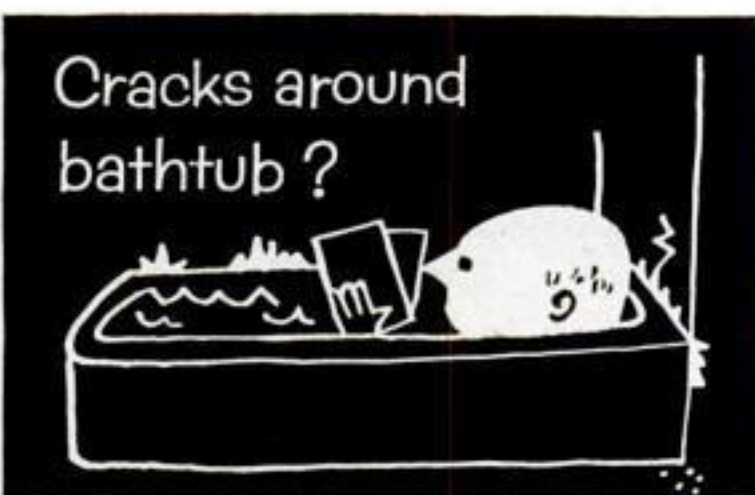
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MYSTERY SOLVED CONTINUED

company radio began calling Pilot Shirley. Unable to raise him, United asked other airlines for some word and found that TWA couldn't raise its Flight 2 either. Fifty-odd minutes passed with everyone calling everyone. Before 1 o'clock the general alert went out and the search was on.

Not far from Painted Desert, Pilot Palen Hudgin had spent a busy morning carrying tourists in his small plane, at \$15 a trip, over the awesome gorges of the Grand Canyon.

"At 12:15 p.m.," he later testified, "I saw a light smoke down inside the canyon and thought little about it. . . . Late that evening I heard over the radio that two planes were missing, so I went back just before dark and flew over the smoke again and saw a wreck. Next morning with my brother I went at 5:30 a.m. and saw and identified both wrecks. . . ."

By breakfast time on Sunday, July 1, the day after the crash, eight different organizations—the airlines, government agencies, the pilots' group and others—had rushed men to the Grand Canyon airport to begin the perilous post-mortem. Among the first to reach the crash scene were CAB investigators, putting into motion the first phases of the months-long study intended to make clear what had happened and, if possible, to prevent anything like it from ever happening again.

Helicopters and experienced mountaineers (including a hastily imported group of Swiss) made the difficult descent into the canyon. They recovered not only the bodies of the victims but also pieces of bashed and twisted metal that might contain clues to the crash. The pieces were tagged and shipped to Washington. At CAB headquarters scientists and accident sleuths began a long, exhaustive laboratory study. As the battered pieces of metal arrived, "in-flight impact damage" was carefully separated from "ground impact damage." Structural metal was checked for flaws, smears of paint and friction-scorched rubber were examined closely. Each cut and dent was carefully measured and all were later mapped in black adhesive tape on planes of identical make.

In a tireless search for possible witnesses the investigators vainly canvassed tourists, motorists, forest lookouts and park rangers. They probed 20 miles into the Navajo reservation to talk with Yazzie Grey Eyes, an Indian girl who had noticed two black smoke columns rising from the canyon that summer noon. But Yazzie had seen nothing else. Neither had a surveyor in a 100-foot tree, nor a man working in his yard in Tuba City, nor any of the vacationers drifting along the highways or staring at the scenery around Bright Angel Lodge.

Officials were about convinced that not a single genuine eyewitness existed when in January—seven months after the tragedy—a reluctant Californian named Frederick Riley wrote in to say he had seen it all, and would testify. Examiners hurried out to interview him.

'Right straight down'

RILEY, a phenomenally taciturn man, had been driving along a road near the canyon rim when through his windshield he noticed two planes perhaps 10 miles directly ahead of him. For a moment Riley took his eyes off the planes. When he looked again the two silhouettes had, astonishingly, merged. He demonstrated with his hands. "This plane here"—he gesticulated—"peeled right off and went over like this . . . it looked to me like it had bent, like this—broken. . . . It didn't glide at all; it tipped over and went right straight down. The other took off in a gliding angle. . . . It looked like it possibly kept on the same general flight, and then it tipped over and went down. . . ."

The puzzled examiners asked Riley why he had not come forth with his story sooner. At first, he explained, he had thought the collision was a hallucination—a visual trick played by the shimmering heat. He had not reported it because he was afraid of being laughed at. Later, he had found everybody too busy.

"I didn't want to, you know, bring anything up that might unduly upset you people, you see, in your investigation, because there is always plenty of time for me to talk to you. The government is not about to leave, and I am not about to die, I hope. . . . So if it was a question of a month, six months or a year, you see, I could still come back and tell you what I saw. . . ."

The investigators, after taking 80 pages of testimony from Riley, finally decided he had been too far from the crash scene to be much help. Besides, the evidence of the crumpled metal had already given them a more detailed picture of the collision than a layman might have believed possible.

A vital clue was provided by several battered pieces of aluminum found some distance from the main wreckage. One was the outer

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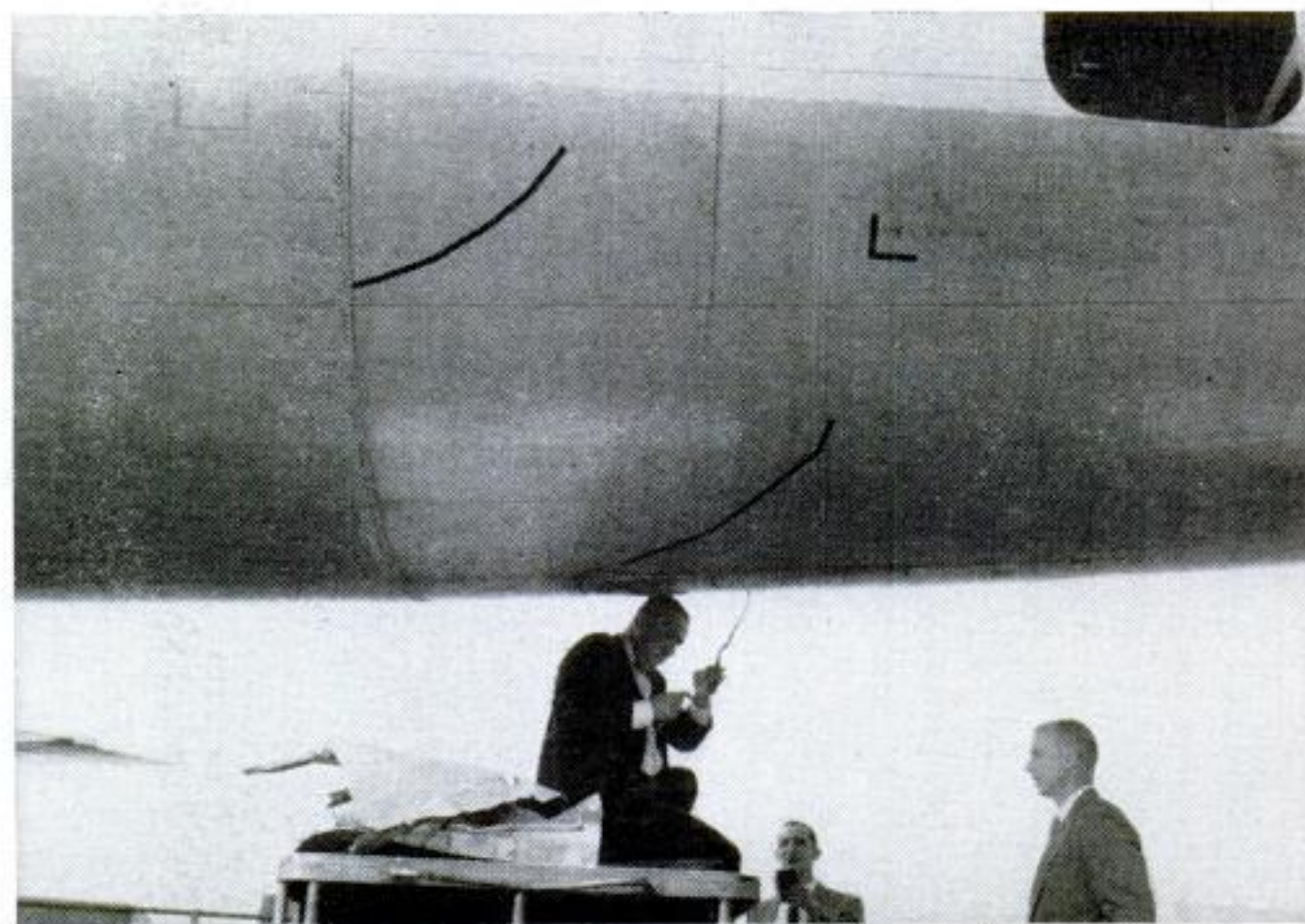
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than any other laxative which acts only on constipation... gives better relief than all of them—because it also relieves any accompanying acid indigestion. Three tablespoonfuls taken at bedtime work leisurely. Your sleep is not disturbed. When morning comes you get the relief you need to start the day feeling wonderful. Use Phillips' Milk of Magnesia—the best laxative money can buy.



PHILLIPS'
MILK OF MAGNESIA



MARKING CRASH DAMAGE, CAB investigators use black tape to duplicate on another Constellation the gashes cut in TWA plane by DC-7's propeller.

MYSTERY SOLVED CONTINUED

left wing panel of United-718 and another was the left outer tailfin of TWA-2's triple tail. Both were deeply gashed—and the areas of damage fitted neatly together. A short distance away was discovered another fragment of the DC-7's left wing tip; clinging to it was a bit of fabric from the cabin ceiling of the Constellation. In addition a piece of the TWA plane's belly was found showing propeller cuts, and some paint in one of the gashes was traced to a DC-7 propeller.

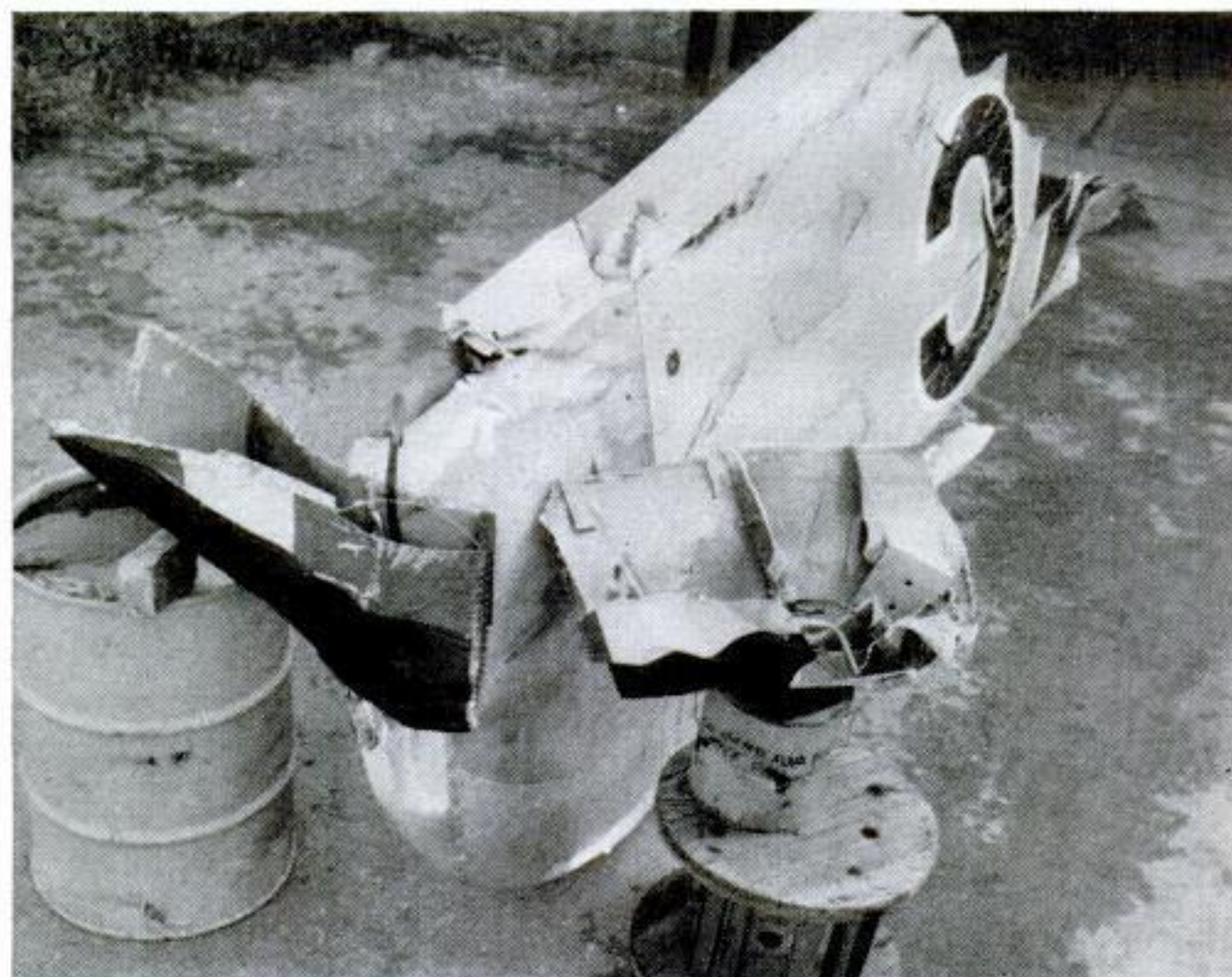
It was now apparent that the wing of United-718 had slashed sideways and downward across the rear of TWA-2 with force enough to rip off the Constellation's tail. A split second afterward the propeller of the DC-7's left outboard engine had sliced upward from below into the baggage compartment in the Connie's belly.

Tailless, the Constellation must have nosed immediately into her final sickening plunge. The position of the wreckage indicated that the plane was upside down when it struck the ground. The DC-7, a third of her left wing shattered, might have sagged onward half a mile or so before arcing helplessly into a slower turning fall. A number of coats and pillows from the Constellation were later found scattered across the bleak desert of the canyon rim, presumably having fallen out of the broken fuselage while the plane was still in the air.

There had been some clouds in the region, and one possibility suggested by the CAB report was that the two planes had dodged around a single towering thunderhead and had met, suddenly and sickeningly, on the other side.

"... The probable cause of this mid-air collision," the board concluded, "was that the pilots did not see each other in time..." It listed six possible reasons: weather; limited cockpit visibility; routine duties which might have required the pilots' attention

CONTINUED ON PAGE 163



FITTED FRAGMENTS of metal show crash occurred when DC-7 wing tip (with lettering) hit Constellation's tail (foreground). Pieces match perfectly.

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Dayton, Ohio....The Rike-Kumler Company
Detroit, Michigan The J. L. Hudson Company
Indianapolis, Indiana....L. S. Ayres & Co.
Los Angeles, California.Bullock's Downtown
Miami, Florida.....Burdine's, Inc.
Milwaukee, Wisconsin.....Boston Store
Minneapolis, Minnesota.....Dayton's
New York, New York.....Bloomingdale's
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Name _____

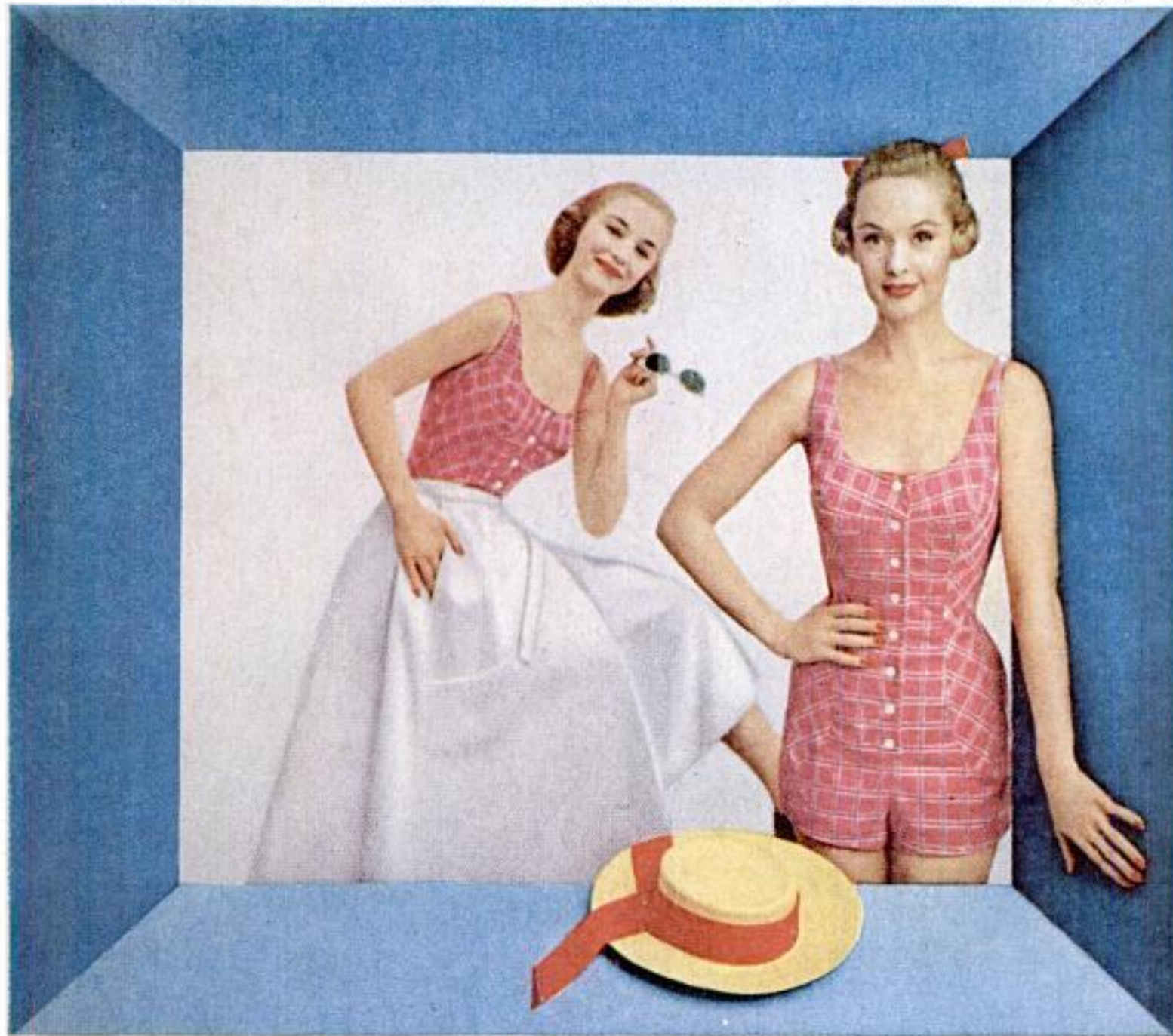
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City _____

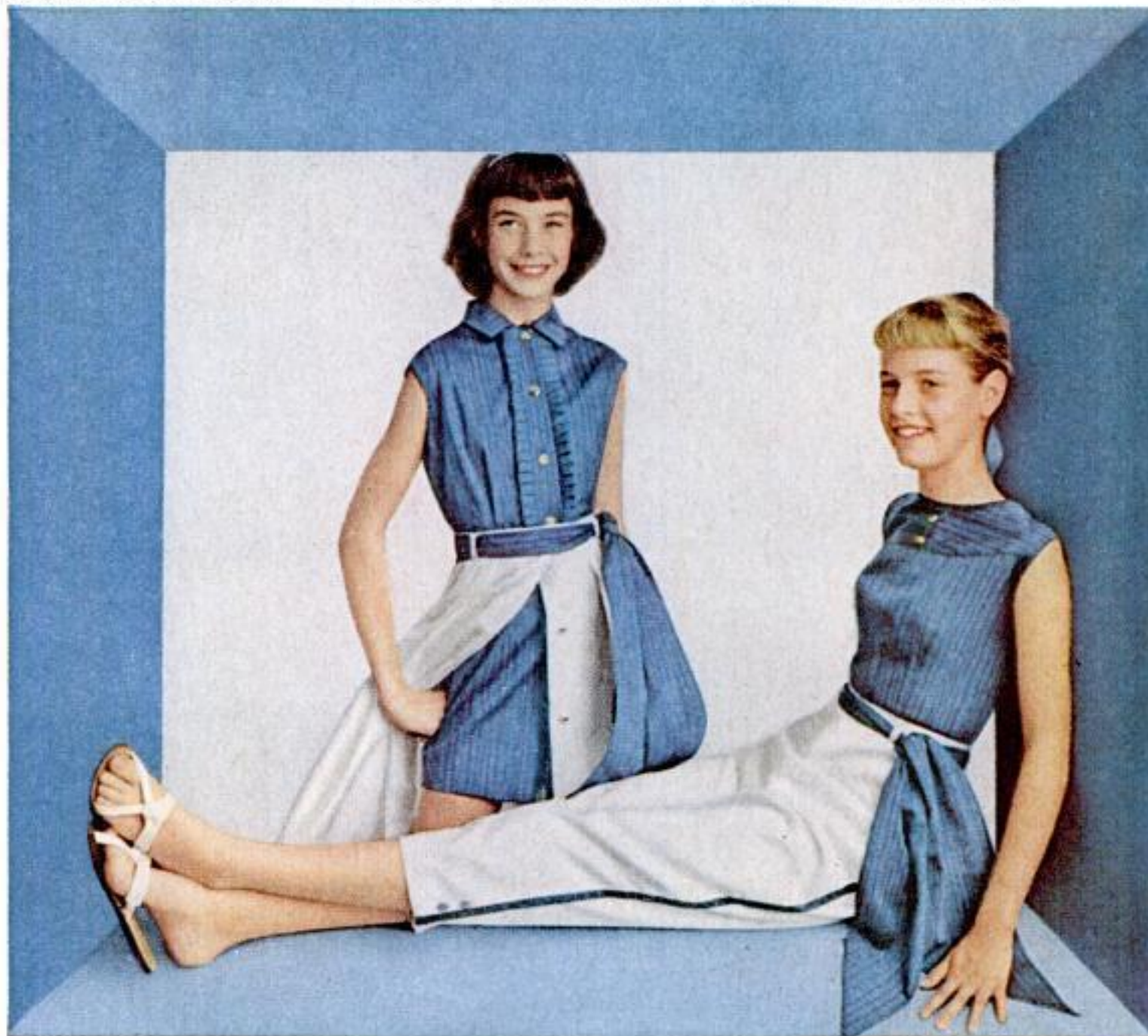
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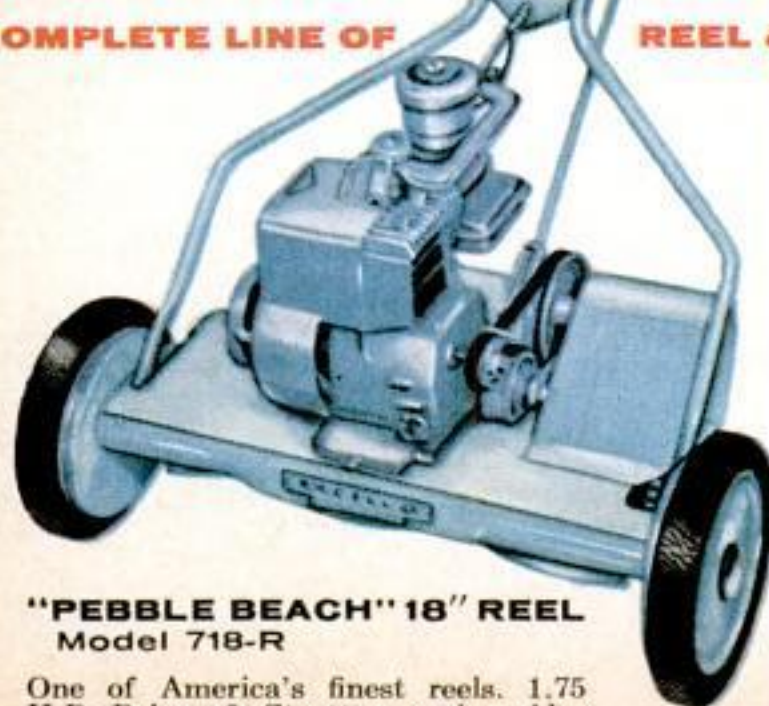


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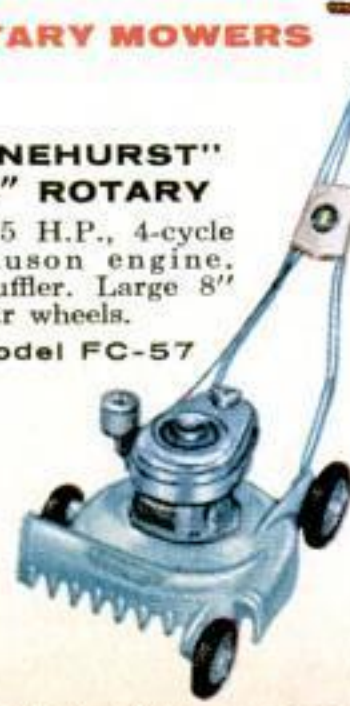


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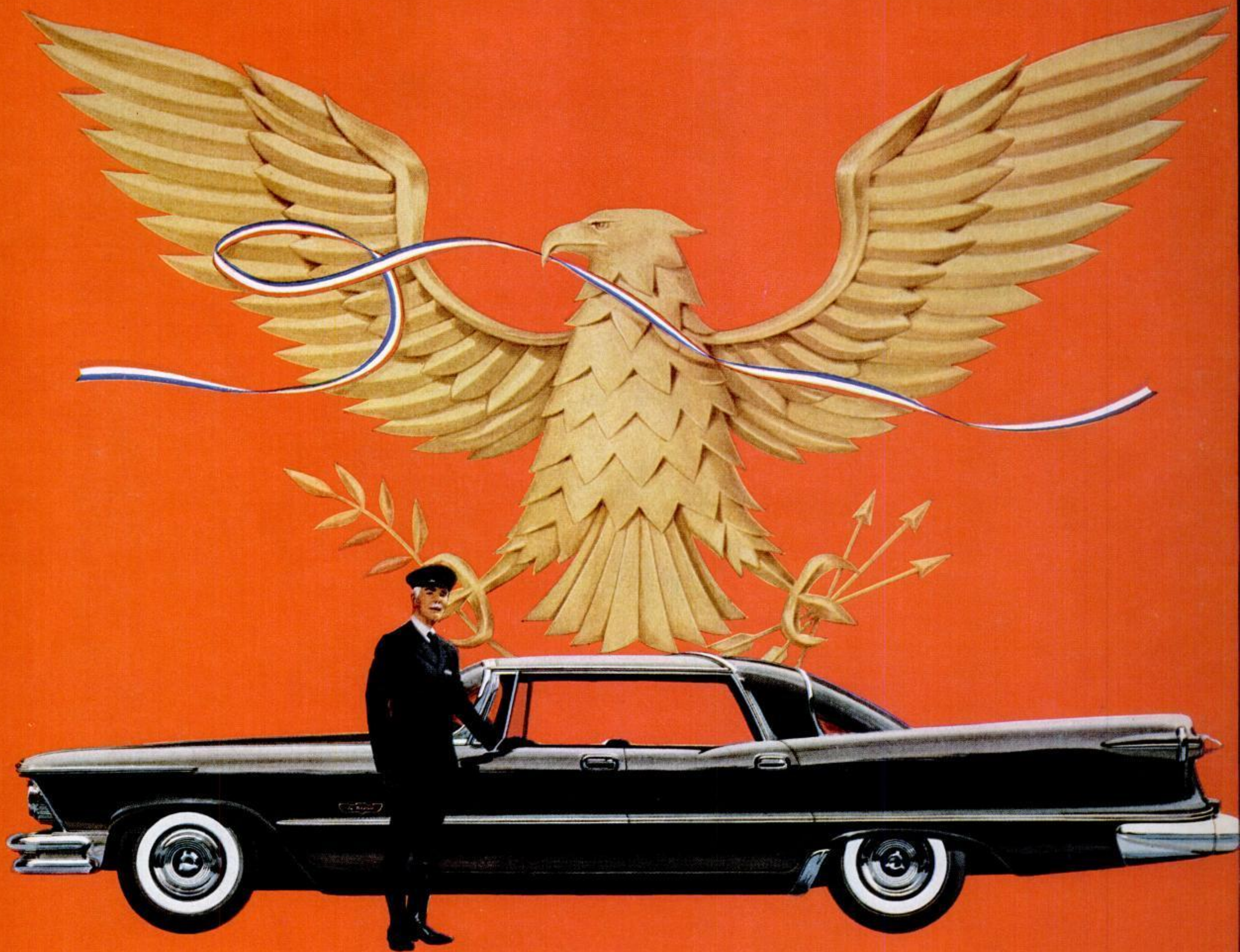
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MYSTERY SOLVED CONTINUED

at the moment of collision; "preoccupation with matters unrelated to cockpit duties such as attempting to provide the passengers with a more scenic view of the Grand Canyon area"; the simple limitations of the human eye; and finally a lack of information "due to inadequacy of facilities and lack of personnel in air traffic control."

In the course of its investigation the CAB sent a tape recording of United-718's last message—the static-smothered words heard by Captain Culbertson—to a research laboratory. There, sound and linguistics experts analyzed it for days and finally figured it out. Two voices were audible. In the background a man could be heard screaming, "Pull up! Pull up!" The other voice, tinged with desperation, was that of the DC-7 copilot, First Officer Robert W. Harms, making his final radio report: "Salt Lake City from United-718 . . . uh . . . we're going in!"

Traffic problems in the air

WITH all the evidence on hand, some questions concerning the collision still plead for answers. Why, as a House committee demanded of Air Traffic Control employees, was not United-718 warned of TWA-2's presence? To this David D. Thomas, chief of the ATC system, replies, "It's impossible for a controller on the ground to keep track of all traffic that might conceivably bother a pilot after he's in uncontrolled airspace. Besides, we have no idea what's up there. We know many of the commercial flights, but don't forget there's private and military stuff all around. When a pilot is off-airways—that is, in the big blocks of air which ATC doesn't monitor—he may circle or zigzag or go up or down. ATC can guarantee separation of flights only when the pilots are strictly following the airways."

Assuming reasonably good visibility, how is it possible the pilots and copilots of each ship remained unaware of the other as they raced toward the fatal intersection? Here a paragraph from a recent CAA study on cockpit visibility is pertinent: "The most severe mid-air collision hazard from a visual-angle standpoint exists between aircraft that are flying at small differences of heading and speed." So far as is known the heading of TWA-2 that day was 58° and that of United-718 was 50°, and their speeds were about 308 and 345 mph, respectively.

Transport pilots have grumbled for years over the shrinking visibility from where they sit. Dr. Barry King, an authority on pilot visibility, has studied six different types of transport plane for cockpit visibility and reported to the CAA that the best of them—the old DC-3—allowed a pilot to see only 21.5% of his normal field of vision. The Constellation, parent plane of the Super-Constellation which crashed at Grand Canyon, was rated at 17.2%, while the DC-6, whose cockpit visibility is identical to that of the DC-7, scored 13.8%, lowest of the lot.

Even when an approaching plane is within a pilot's view, danger of collision still exists. "The fact is," says one veteran flier, TWA Captain John Carroll, "a pilot often finds it almost impossible to see another airplane even when it's right beside him—particularly when its paint job camouflages it against the ground or sky, or when sun glare is bad, as it often is at high altitude."

Furthermore, if two fast planes are flying toward each other at the same altitude not even the best eyes may be good enough to prevent an accident. Dr. King calculates that when two jet transports approach head-on their pilots will have only 10 seconds in which to act, from the moment they first sight each other as spots on their windshields until they ram. Even if human reflexes can react within 10 seconds, the big planes often cannot.

Serious though it is, the problem of mid-air collisions is far from insoluble, and the campaign for a solution has been stepped up markedly since the Grand Canyon crash. The Airlines Pilots Association has intensified its drive for new safety equipment and procedures, the CAA is increasing its facilities in order to cope with heavier air traffic, and the nation's aircraft instrument manufacturers are trying to design anticollision systems which could be installed in planes.

A significant step has been proposed by President Eisenhower. Two weeks ago he sent to Congress the recommendation of his special aviation adviser, Edward P. Curtis, for the establishment of a three-man airways modernization board. One of the board's main concerns would be the problem of collision in the air. Among the board's functions would be the examination and evaluation of electronic safety devices and the ultimate setting up of a "super-airway" system providing for complete CAA control over all airline and high-altitude plane traffic. Details of the plan will be sent to Congress next week.

CONTINUED



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MYSTERY SOLVED CONTINUED

The CAA has already launched a major airways improvement project of its own, which is expected to cost \$810 million in the next six years.

These and other proposals which may help prevent aerial collisions fall into three broad categories:

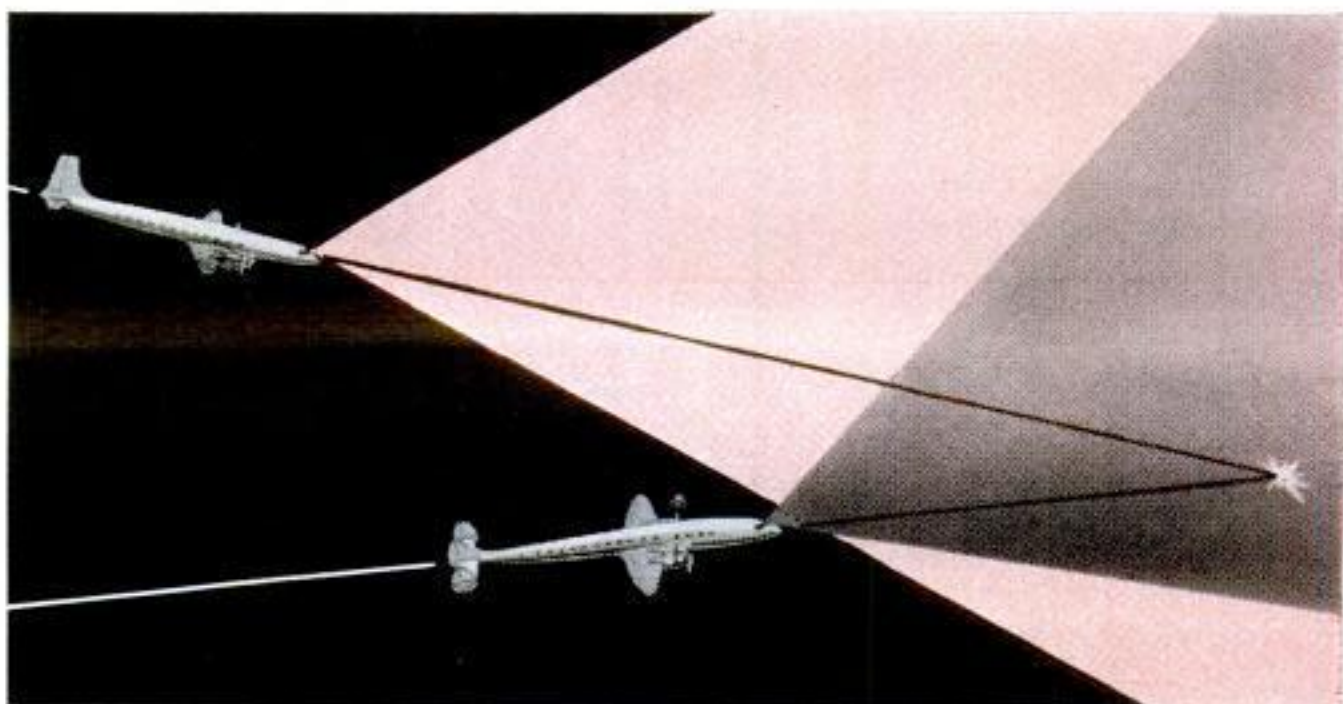
1. **IMPROVED TRAFFIC CONTROL.** The most effective method of keeping airplanes away from one another, most air traffic experts agree, is by "positive separation"—that is, by giving each plane its own segment of air and forbidding all others to fly there. To achieve this, some limitation probably will be placed on the future use of the "1,000 on top" procedure. In addition, ATC is greatly expanding its control of airspace. By autumn it is also expected that all flights above 24,000 feet will be governed by strict CAA regulations instead of enjoying the dangerous freedom that now exists at all altitudes off airways. Already the airlines have jointly agreed to fly on Instrument Flight Rules (I.F.R.) when above 18,000 feet—which means that each airplane going above that height (as most long-distance commercial flights do) will stick to an assigned altitude and course. Some pilots, fearful of mid-air collision, have been filing I.F.R. flight plans regularly, entirely on their own. The superairway proposal offered by Special Presidential Aide Curtis would provide, in effect, for continuous I.F.R. for fast commercial airliners on heavily traveled routes.

To provide additional traffic control the CAA recently ordered 23 long-range radar systems to help watch aircraft over large cities and in other areas where congestion is great. The agency also plans to use air traffic information provided by suitably located military radar installations.

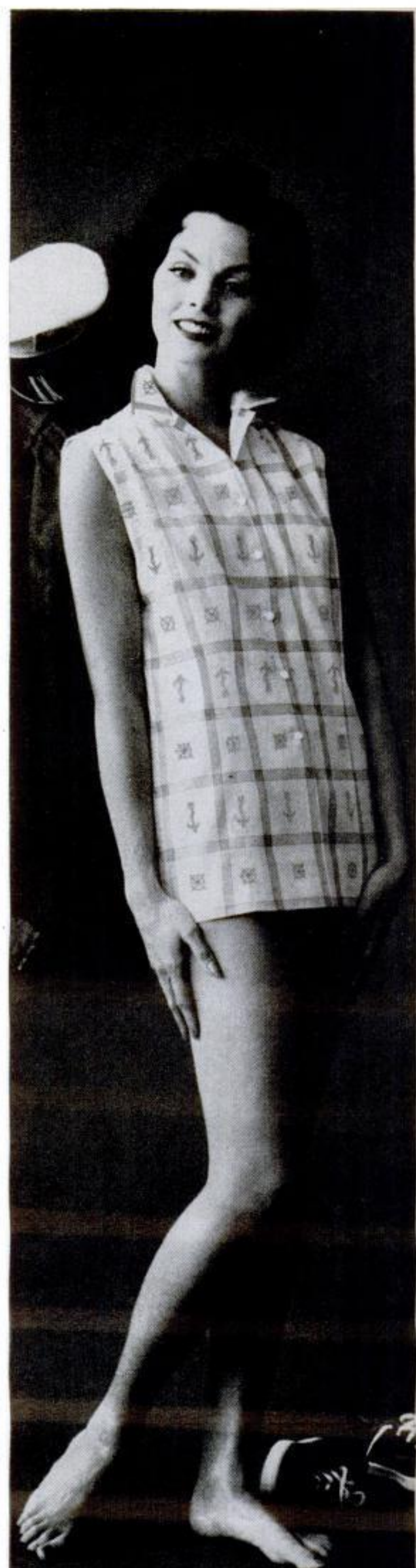
2. **ELECTRONIC DEVICES.** To many of those involved with the collision problem, pilots particularly, the greatest present need is for an instrument which would warn a pilot of approaching planes. One firm, Collins Radio Co., has been working on a proximity warning indicator intended not only to detect oncoming aircraft but also to adjust a plane's flight path automatically to avoid collision. So far it has been impossible to make the device light enough to be practical. Collins is still working on it. Meanwhile other companies are concentrating on a simpler device which would merely alert the pilot to the danger of collision and then let him take his own corrective action.

3. **IMPROVED VISIBILITY FOR PILOTS.** Both of the major jet airliners under development in this country, the Boeing 707 and the Douglas DC-8, provide somewhat better cockpit visibility. But improving the cockpit will not solve what the CAA has described as the most pressing problem of visibility: the fact that a pilot has vast blind spots behind and below him—both of which could conceivably have been factors in the Grand Canyon tragedy (see drawing below). Nor will it make it any easier for a pilot to see a plane which is camouflaged by ground color or hidden by high-altitude sunglare. Various measures have been suggested to make aircraft more conspicuous in the air. Among the more promising are extra-bright lights which would be kept flashing in the daytime and fluorescent paints to catch the eyes of other pilots.

Since the precise causes of the Grand Canyon crash will always be obscure, no one can say for certain whether a better system of safety measures might have prevented it. Until such measures become effective, pilots will have to rely on themselves and on a bit of anticollision advice once offered them by the Flight Safety Foundation: "Keep an unrelenting watch—and if you should pause to offer humble prayer for guidance, do so with your eyes open."



POOR COCKPIT VISIBILITY to the rear and downward, a major cause of collisions, may have helped bring about Grand Canyon crash. Although exact positions of the two airliners are not known, sketch shows how limited fields of vision from converging DC-7 (pink cone) and Constellation (gray cone) could have prevented the pilots from seeing each other until it was too late.



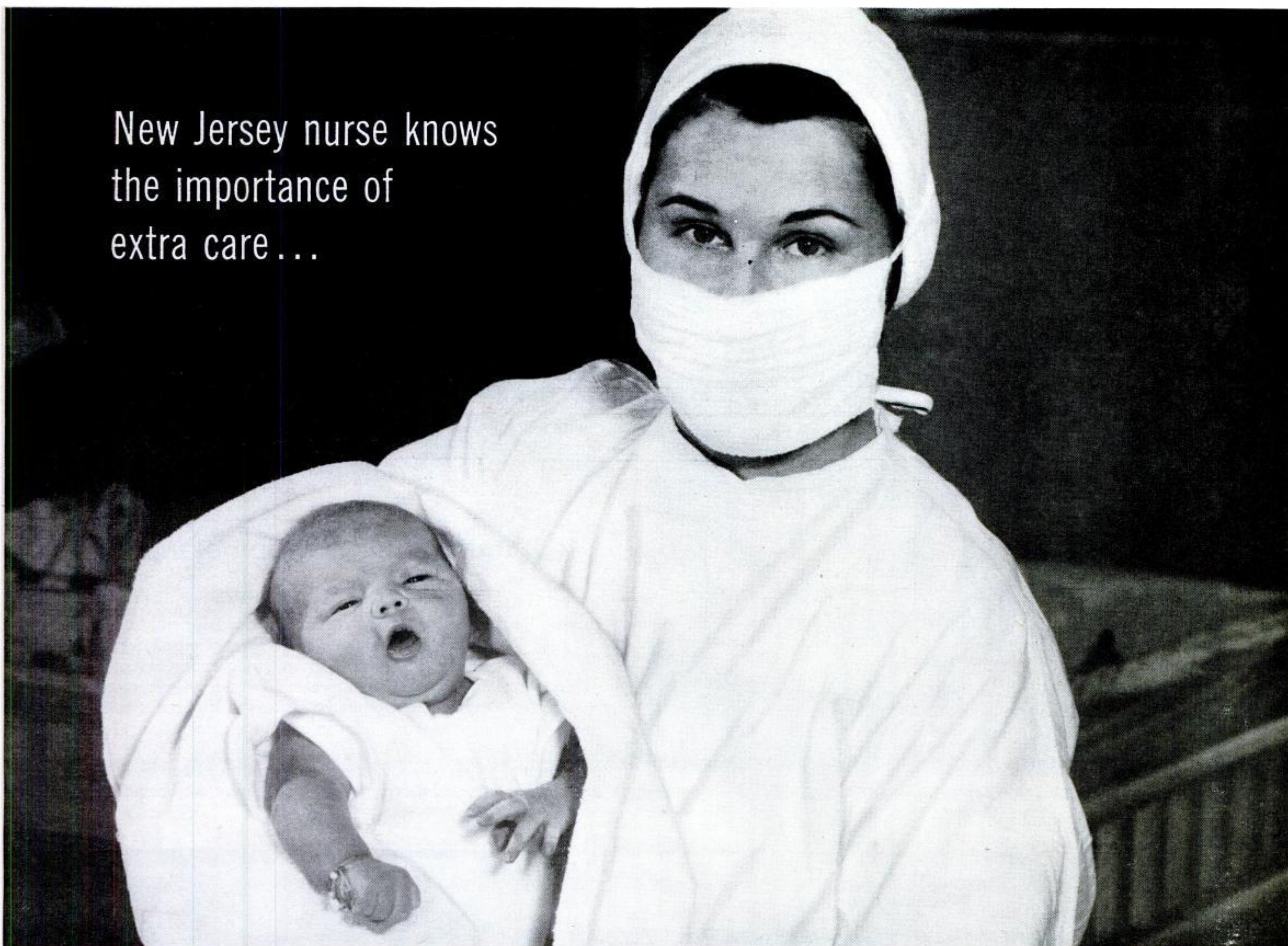
He said I handle a boat as well as a man does. So today I'm wearing a Laura Mae Life blouse—to remind him I'm a girl. In exclusive Dan River's Wrinkle Shed combed cotton. Red, turquoise or brown on white ground. Sizes 30 to 38. \$2.99. At leading stores everywhere, or write M. Serman & Co., Inc., 1407 Broadway, N.Y. 18. In Canada: Canadian Maid Mfg. Co., Ltd., 5435 Casgrain Ave., Montreal. Send for free Fashion Folio, Dept. L.

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**Laura Mae
Life Blouse**

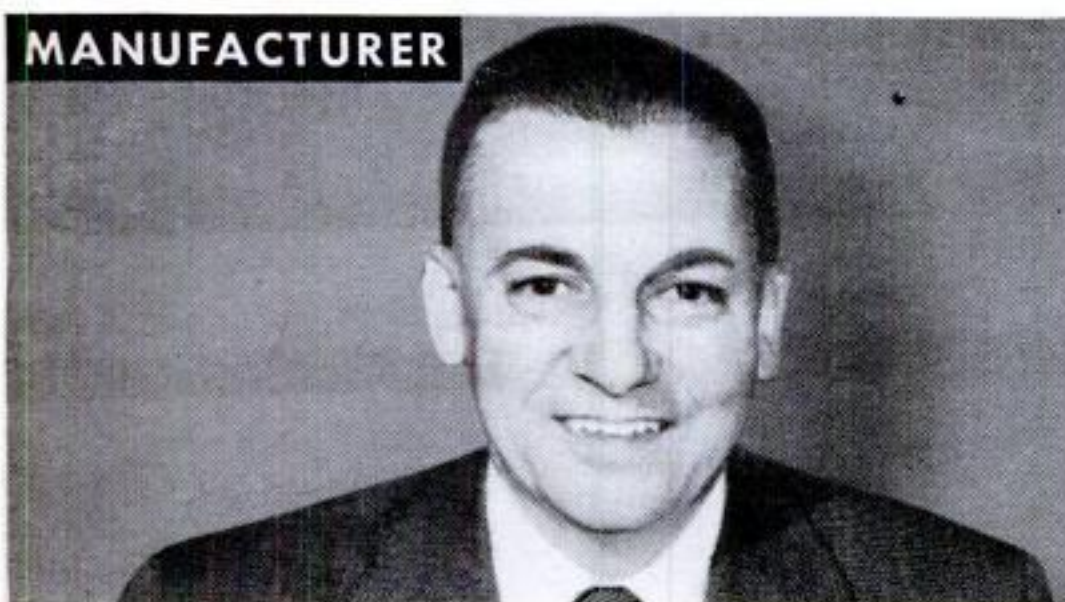
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ON GARDEN TOUR art lovers visited home of Houston businessman Robert Straus and his wife. Here visitors eye *Dancer* by Italian sculptor Mascherini.



ON AIR TOUR visitors made their first stop in San Antonio where they were met at airport by McNay Art Institute Director John Leeper (in light suit, center).

Turnout for Art in Texas

1,400 tour state's museums and homes

For a few busy days this month, Texas was the hub of the U.S. art world. Playing hosts to a convention of the American Federation of Arts in Houston, Texans were deluged by 1,400 art lovers from all over the country. As convention attractions the federation, a nonprofit association to promote art, imported celebrated speakers. But the major attractions were provided by Texans. After feting the visitors in Houston's art-filled museums and homes, they organized an airlift for a quick tour of museums and private collections in three other Texas cities. The art lovers covered hundreds of miles, viewed hundreds of paintings and sculptures and went home convinced that art like everything else was booming in Texas.



ON MUSEUM TOUR Artist Marcel Duchamp, famous for *Nude Descending the Staircase*, explained his Dada work to visitors at Houston Museum of Fine Arts.

AT PATIO PARTY in McNay Art Institute, San Antonio, visitors lunched amid tropical plants, Mexican music, polished bronze torso by William Zorach. →





TEXAS COLLECTIONS, exhibited at McNay Art Institute in San Antonio, spanned two centuries and included work by 48 painters. Six paintings shown

above are (from left) Shahn's *Allegory*, from collection of Fort Worth painter Bill Bomar; Picasso's *Young Girl*, from San Antonio airline owner Tom Slick;



TEXAS SCULPTURE at Fort Worth showed work by (l. to r.) Charles Williams of Fort Worth, Virginia

Oechsner of Dallas, Bess Hubbard of Lubbock, Heri Bartscht of Dallas, Charles Umlauf of Austin.

THE ART, LOCAL

Convention-goers who toured Texas on the air lift found proof everywhere that Texas had struck it rich in art. In San Antonio, the McNay Art Institute introduced them to American and European paintings loaned by 50 Texas collectors. In the Fort Worth Art Center they encountered the carved and cast works of 15 Texas sculptors. At the Dallas Museum of Fine Arts they viewed a lively assortment of pictures by 62 Texas painters.

The exhibitions, selections from which are shown on these two pages, revealed that Texans have broad taste both in collecting and creating art. As buyers they prefer paintings by French artists of the past 75 years, but they also collect everything from Korean dishes to katchina dolls. As painters and sculptors, they work in the varied abstract and realistic styles current everywhere in the art world today.



TEXAS PAINTINGS by state's leading artists were exhibited at the Dallas Museum of Fine Arts and will soon be sent on a tour of U.S. museums. The

paintings shown above are (from left) *A Short Ride* by Otis Dozier of Dallas, *The Town* by Michael Fray of Austin, *Two Levels* by McKie Trotter of Fort



Feininger's *Church on Hill*, from Fort Worth real estate owner William Scott; de Staël's *Nude*, from Fort Worth oilman Ted Weiner; Tamayo's *Star Gazer*,

from Fort Worth oil-well and cattle owners Mr. and Mrs. Robert Windfohr; Cézanne's *Landscape with Hills*, from Houston oilman Kenneth Owen and wife.

AND ACQUIRED

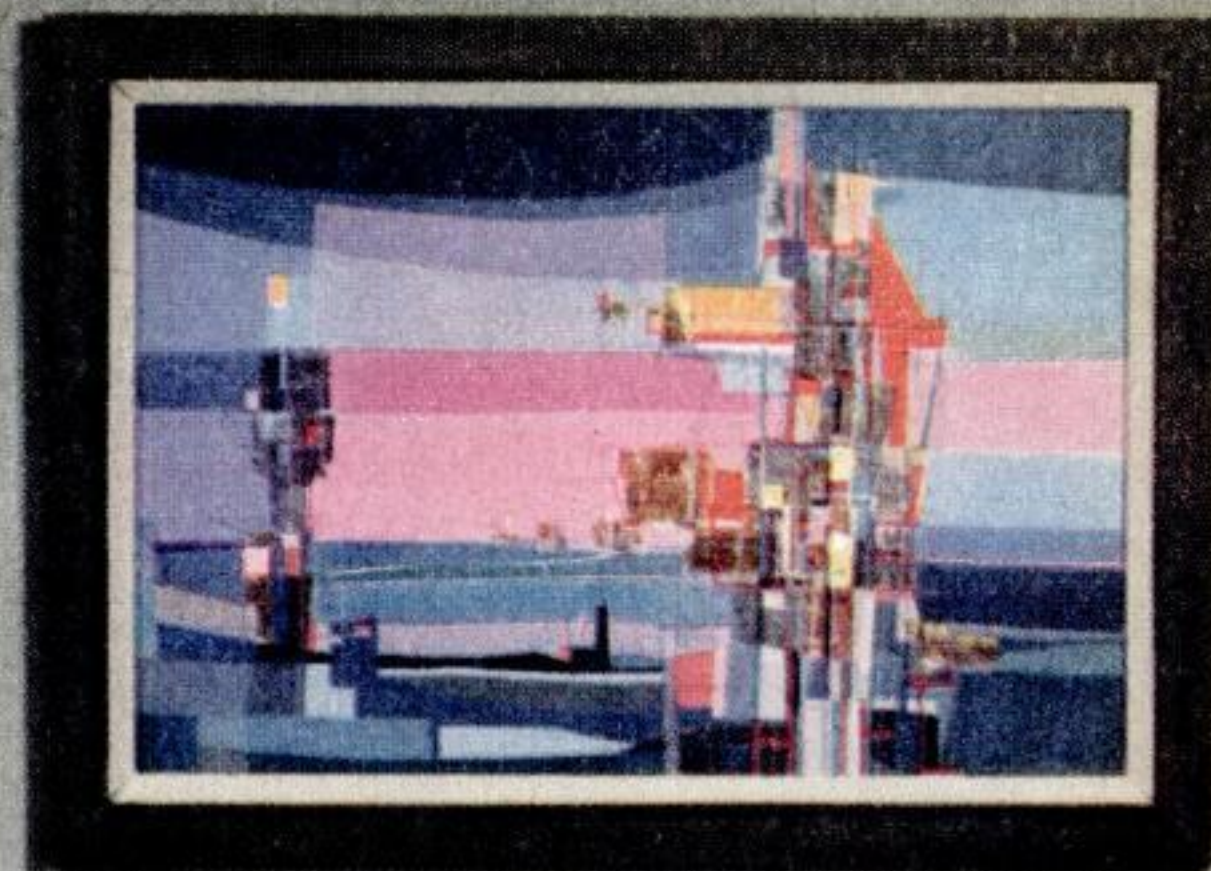
Though influenced by international styles, the Texas artists have not ignored the images and interests of their home state. The bright light and tawny tones of the local landscape appear in countless paintings, and the once populous bluebonnet school of painters, now dwindled to a handful, has been succeeded by the oil derrick school.

Just as the Texans' autos proudly display labels marked "Made in Texas by Texans," so their private and public buildings have become showcases for art made in Texas by Texans. Almost every major collector has ornamented his home with work by local painters and sculptors, and banks, churches, motels, clubs and stores have been busily commissioning Texans to create murals, stained glass windows, ceramic friezes, sculptured reliefs and fountains—in effect turning the state into an art museum.



SCULPTORS' SCOPE is seen in work by (from left to right) Austin's Peggy Goldstein, Houston's

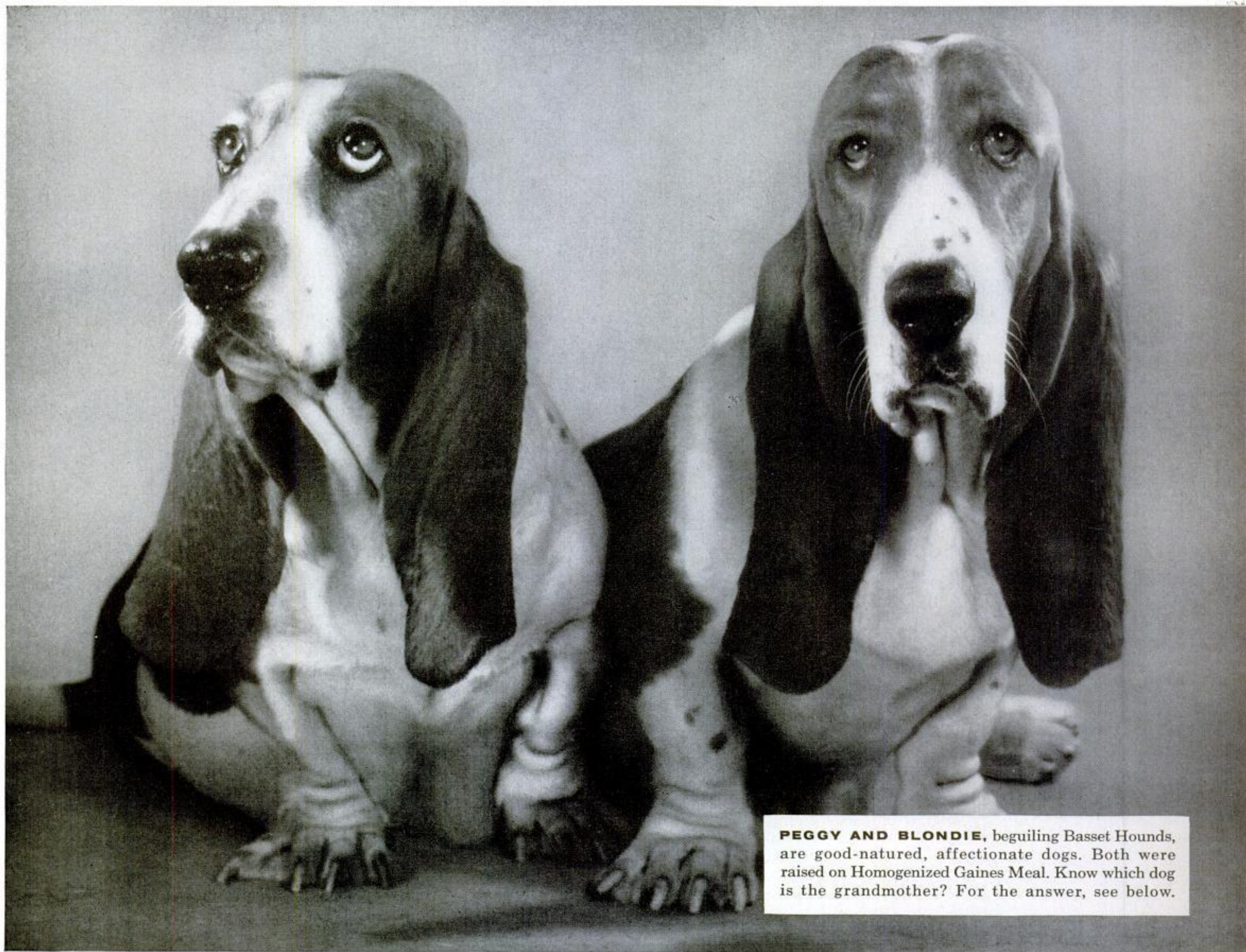
David Parsons, Fort Worth's Evaline Sellors, Dallas' Octavio Medellin, Beaumont's David Cargill.



Worth, *Summer Garden* by Luis Eades of Austin, *Fallen Feathers* by Ethel Brodnax of Dallas and *Convoy Control* by Donald Weismann of Austin. Like other

Texas museums, Dallas is a constant exhibitor and firm booster of local art, last year spent \$5,000 purchasing work by Texas artists in three state competitions.

Which dog is the grandmother?



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Which dog is the grandmother? *Peggy* (left)—3 times older than granddaughter *Blondie* (right)! Both dogs were raised on Homogenized Gaines Meal by Dr. and Mrs. Vincent Nardiello, Jr., of Brookville, N. Y.



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TURNOUT FOR ART CONTINUED



POKING BEHIND ceramic Christ by Mary Green, William Zorach inspects way it is hung in Texas religious art show at San Antonio's Witte Museum.

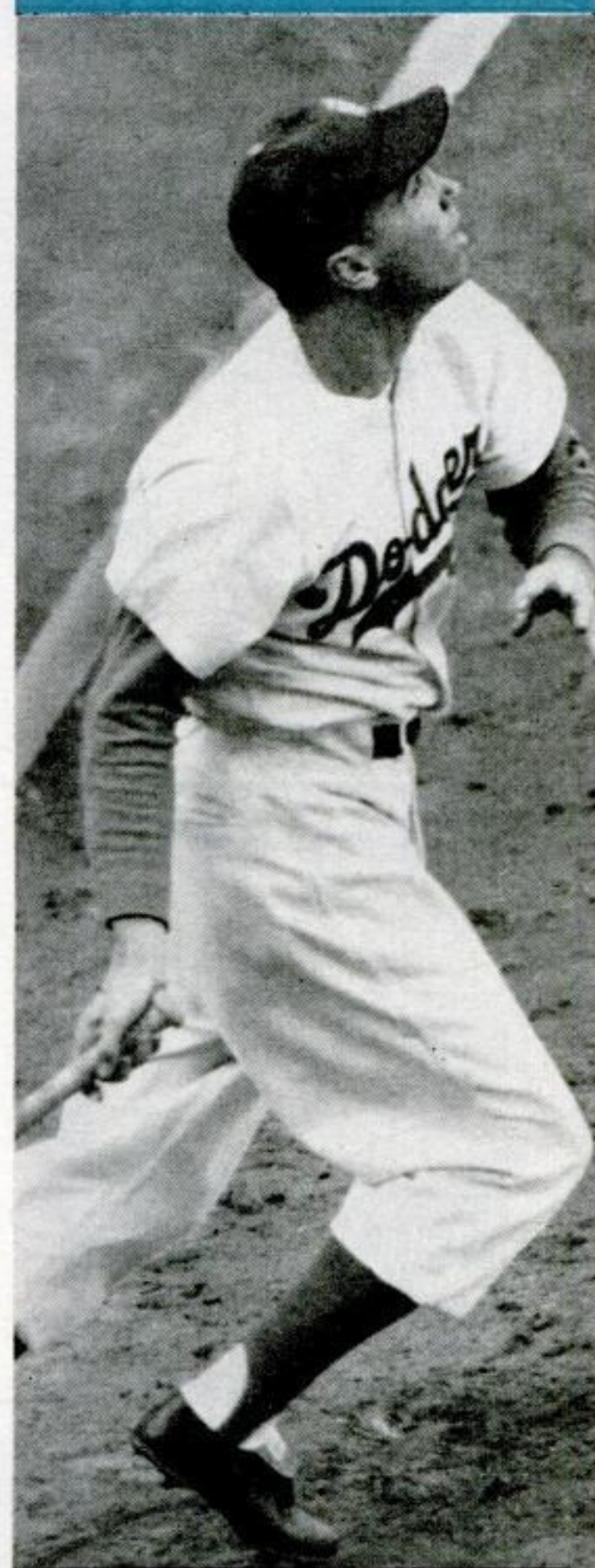
TALK AND TIRED FEET

The crammed schedule of the convention, which was the biggest ever held by the American Federation of Arts, taxed the eyes and ears and tired the feet of the heartiest delegates. During two days of panel discussions, they heard professors and painters discuss the artist's relationship to the public and debate the "maximized randomness" of abstract expressionism *vs.* the "magistral" spontaneity of Betsy, the Baltimore Zoo's painting chimpanzee. In between home tours and museum receptions in Houston, they dashed to art shows in the city's seven commercial galleries, five of which had opened within the past year. But in spite of the full focus on art, some New Yorkers slipped away long enough to buy Western boots and ten-gallon hats, and in San Antonio the visitors insisted on taking a side tour of the Alamo.



PUZZLING OVER abstract cellist, carved in wood by David Parsons, two airlift visitors peruse catalogues of Fort Worth Art Center's sculpture show.

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ACTOR'S ANALYSIS of primitive masks in Dallas home of Stanley Marcus is given by expert Vincent Price. He also gave final address at convention.



CHANCE TO SIT DOWN was welcomed by tourists who, nearing end of the airlift tour, were given dinner in central court of Dallas Museum of Fine Arts.

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A HEAD OF THE GAME

For a moment it seemed as though a clownish character of *A Midsummer-Night's Dream* had materialized in the Park de Chambord, a forest near Blois, France. The figure stretched out on the ground had the body of a man and the head of an animal. The body, however, was not Bottom's nor the head an ass's. The forest is a national hunting preserve where deer

are raised, then moved to replenish stock in heavily hunted areas. When the call went out recently to round up 16 deer for the forest of Orleans, a hunter wrestled one to the earth so that a companion could tie it up rodeo-style. As the hunter hugged the struggling beast, his head tucked down behind the deer's, he was caught in this Bottomlike predicament.

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3. "I had to jump when my pine spar snapped as I was going up and over. If I hadn't caught the next spar I'd have been a goner. Making the rounds on that windmill gave me a taste of the perils braved by mariners aboard old sailing ships."



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